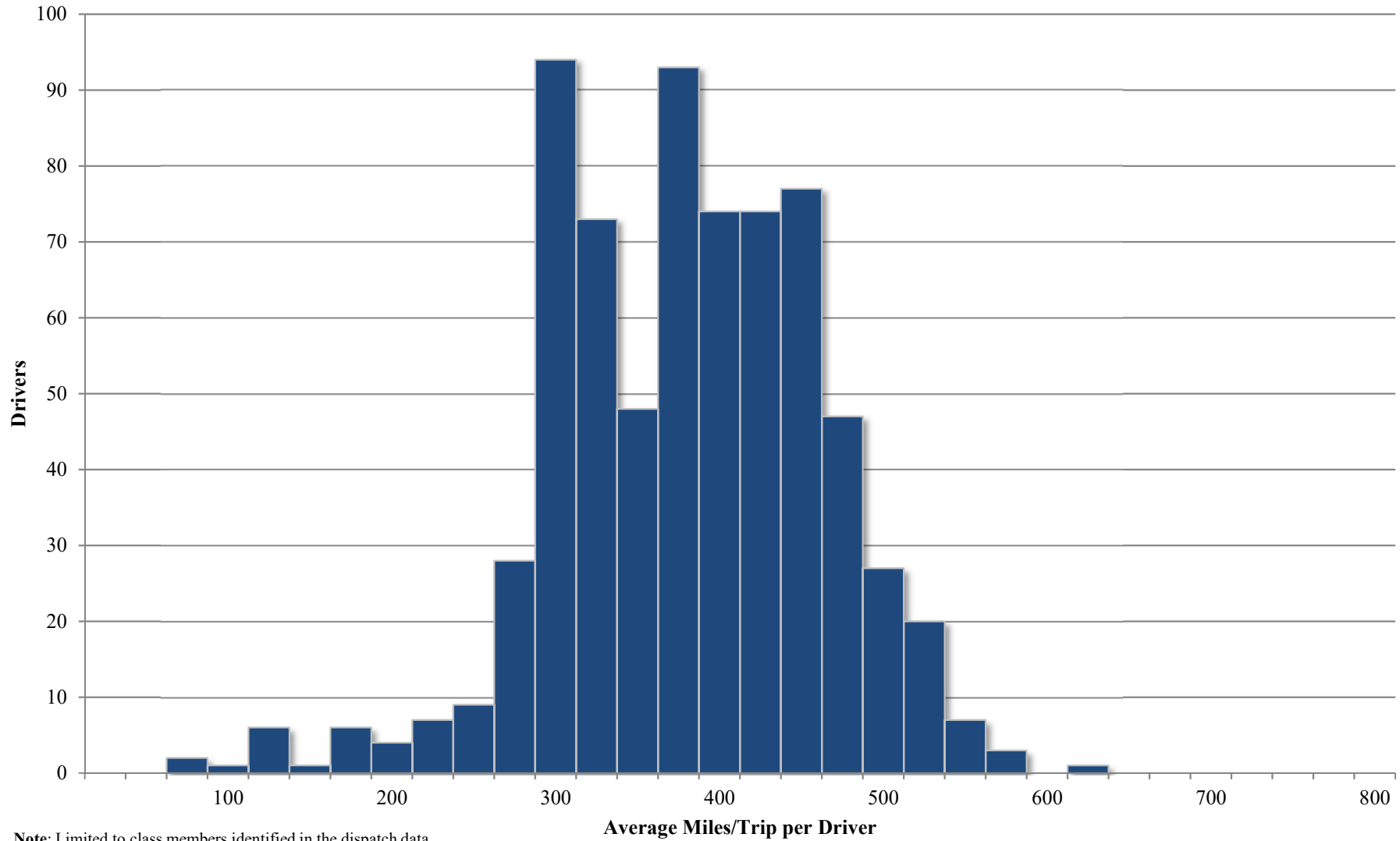


# EXHIBIT 4

**Figure 1**  
**Class Members' Average Trip Lengths**

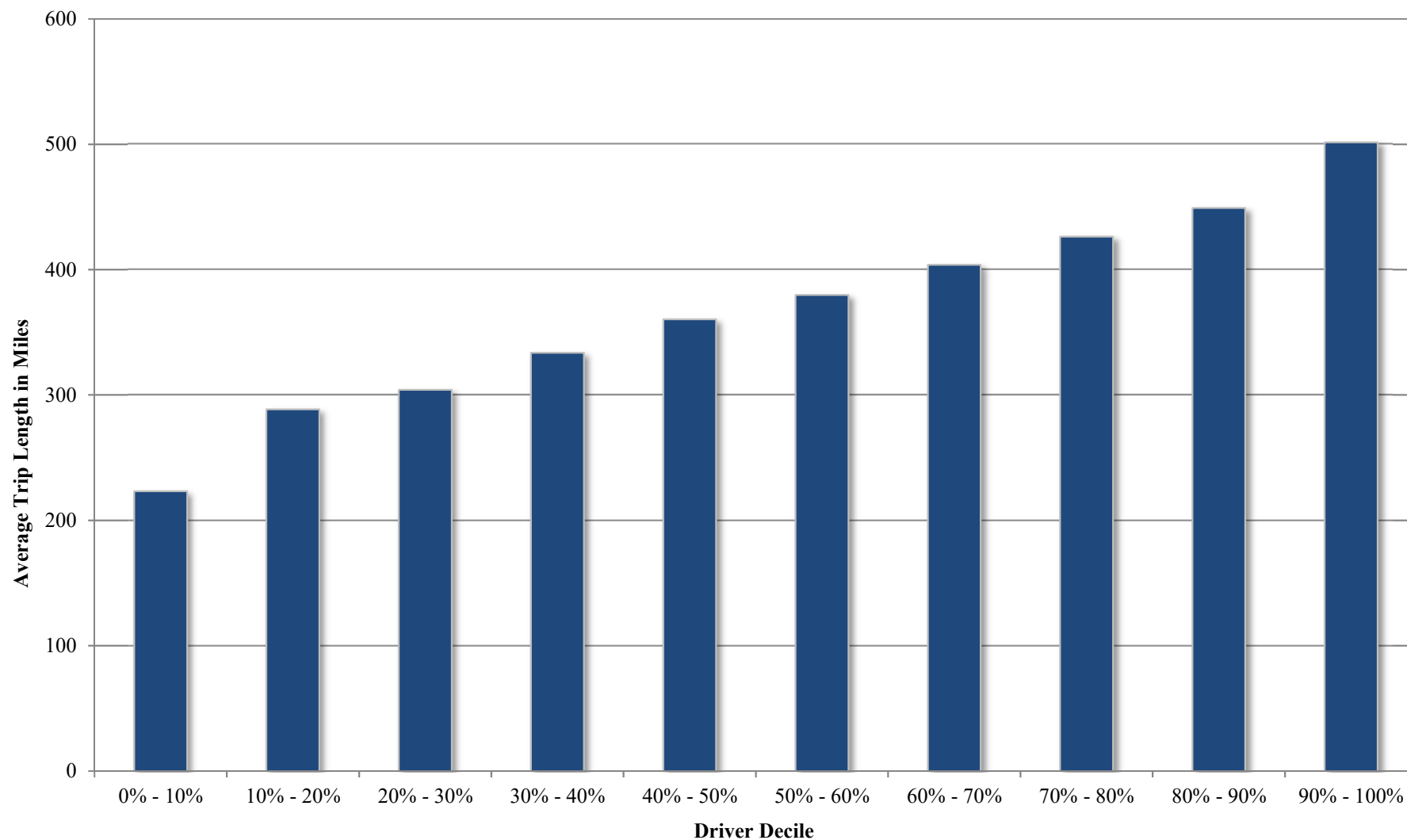


**Note:** Limited to class members identified in the dispatch data.

**Sources:**

1. 2004-2016 Dispatch Data (WMBryan-00028799 - WMBryan-00028809);
2. WMBryan-00029436.
3. WMBryan00028810-WMBryan0028812.

**Figure 2**  
**Class Members' Average Trip Lengths by Decile**

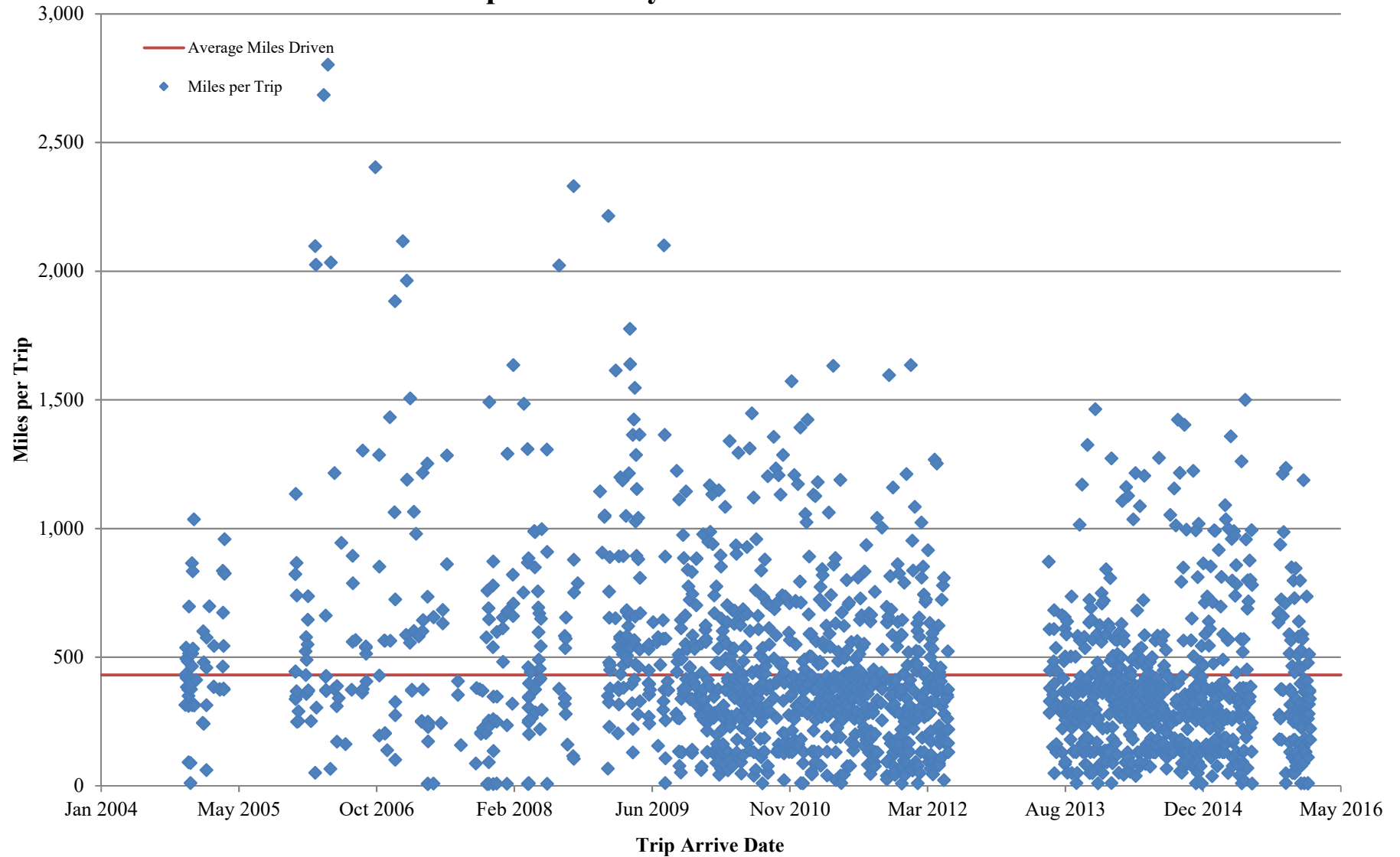


**Note:** Limited to class members identified in the dispatch data.

**Sources:**

1. 2004-2016 Dispatch Data (WMBryan-00028799 - WMBryan-00028809);
2. WMBryan-00029436.
3. WMBryan00028810-WMBryan0028812.

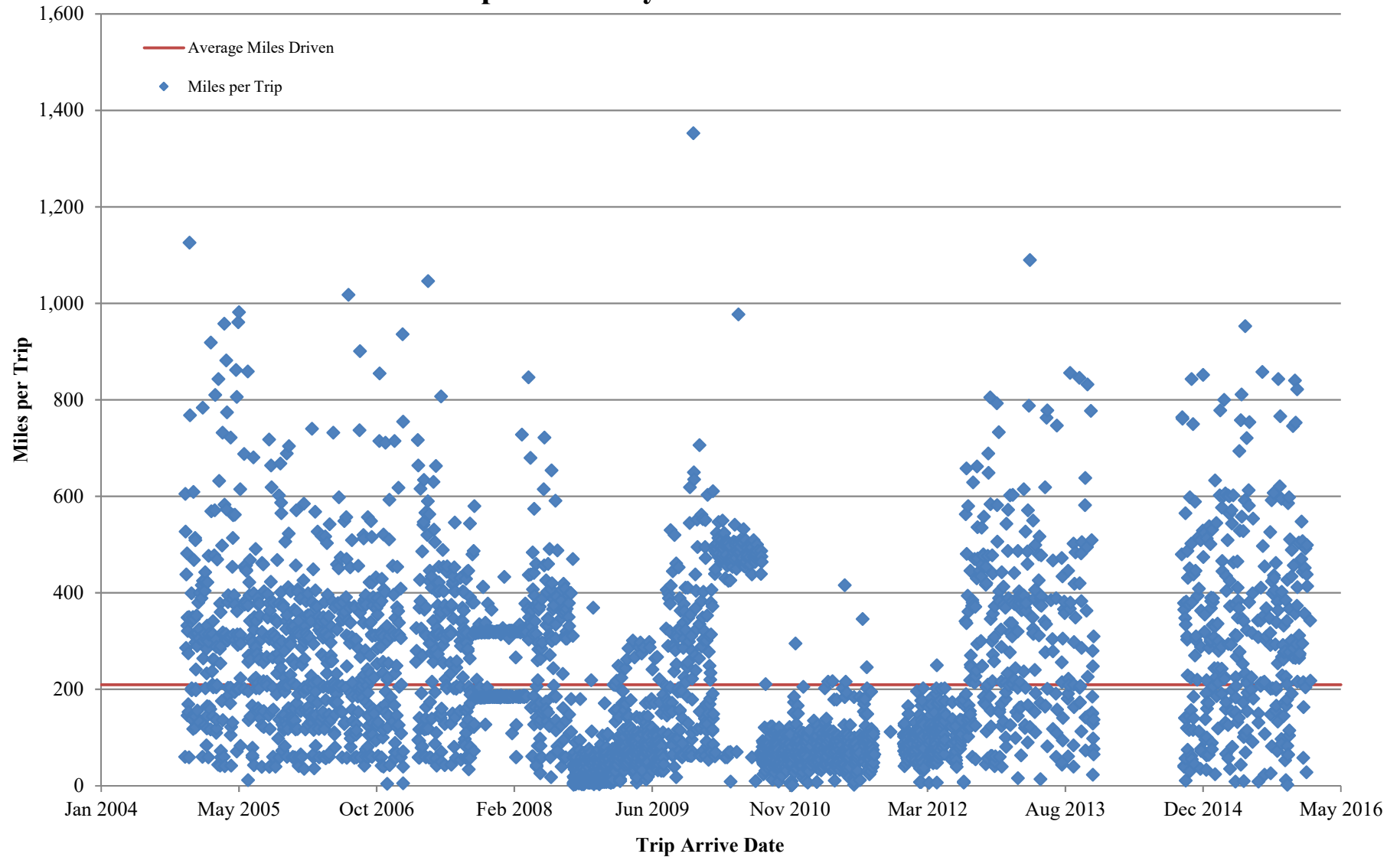
**Figure 3**  
**Trips Driven by Class Member Allen**



**Sources:**

1. 2004-2016 Dispatch Data (WMBryan-00028799 - WMBryan-00028809);
2. WMBryan00028810-WMBryan0028812.

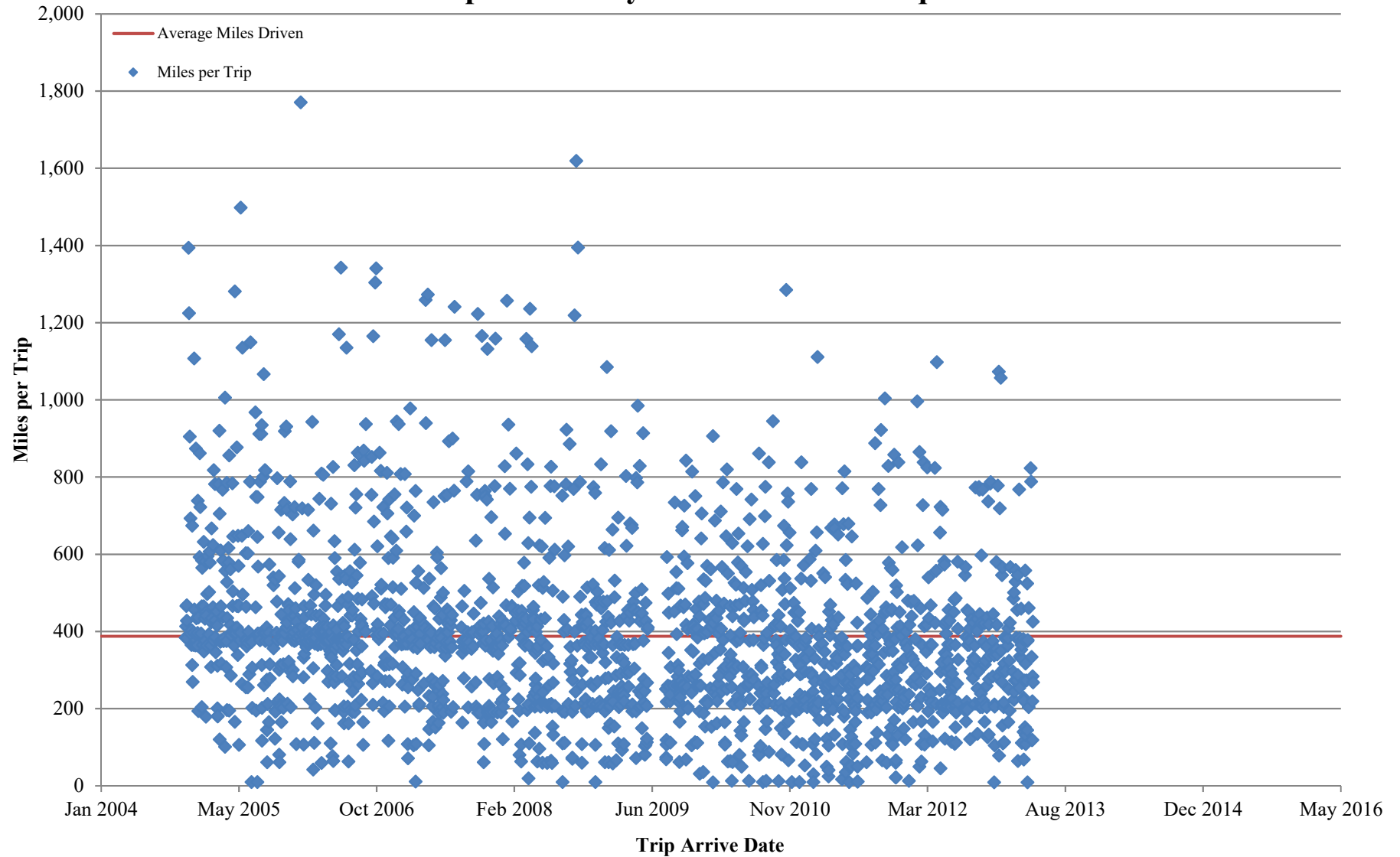
**Figure 4**  
**Trips Driven by Class Member Lacas**



**Sources:**

1. 2004-2016 Dispatch Data (WMBryan-00028799 - WMBryan-00028809);
2. WMBryan00028810-WMBryan0028812.

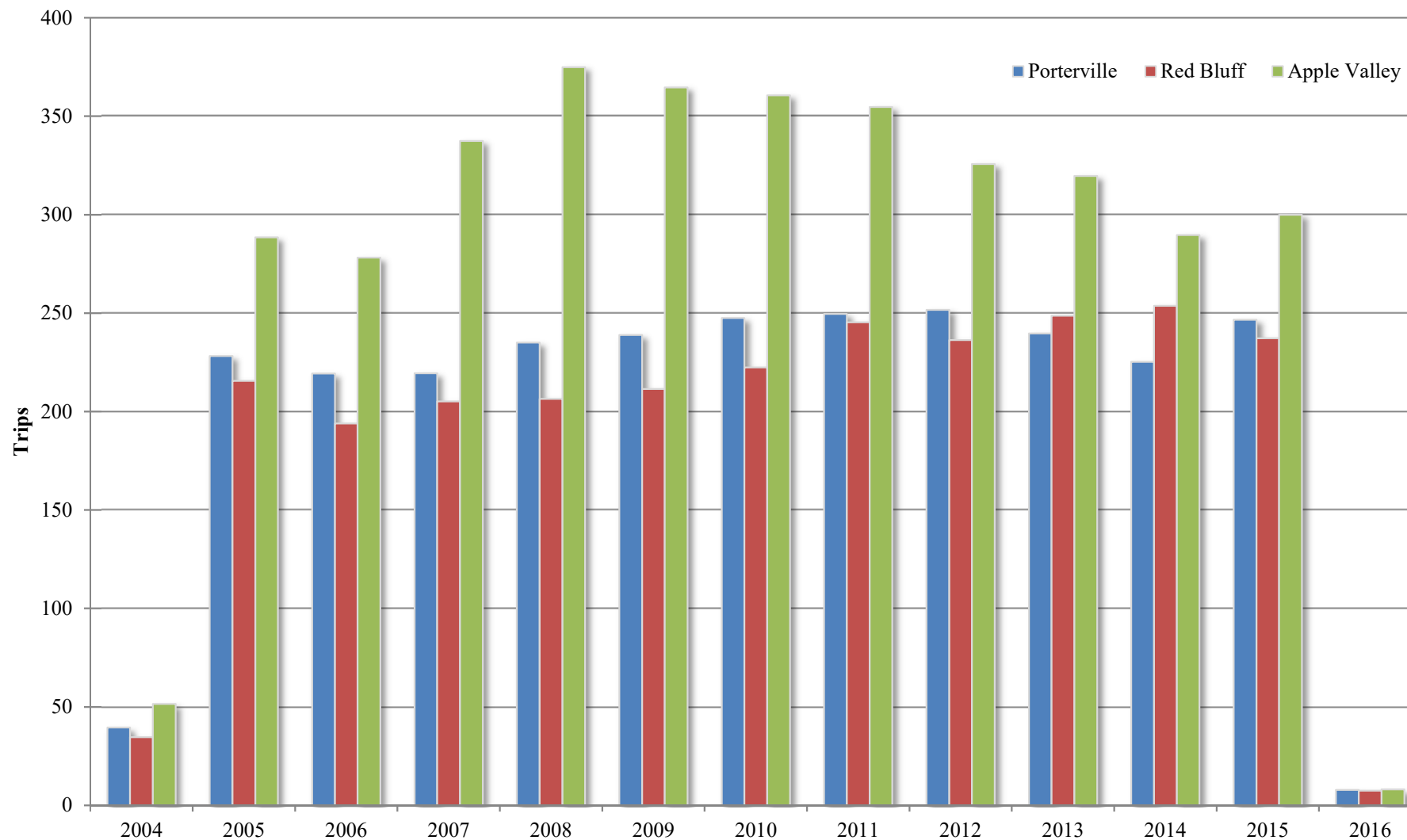
**Figure 5**  
**Trips Driven by Class Member Vasquez**



**Sources:**

1. 2004-2016 Dispatch Data (WMBryan-00028799 - WMBryan-00028809);
2. WMBryan00028810-WMBryan0028812.

**Figure 6**  
**Average Annual Trips per Class Member, By Domicile**

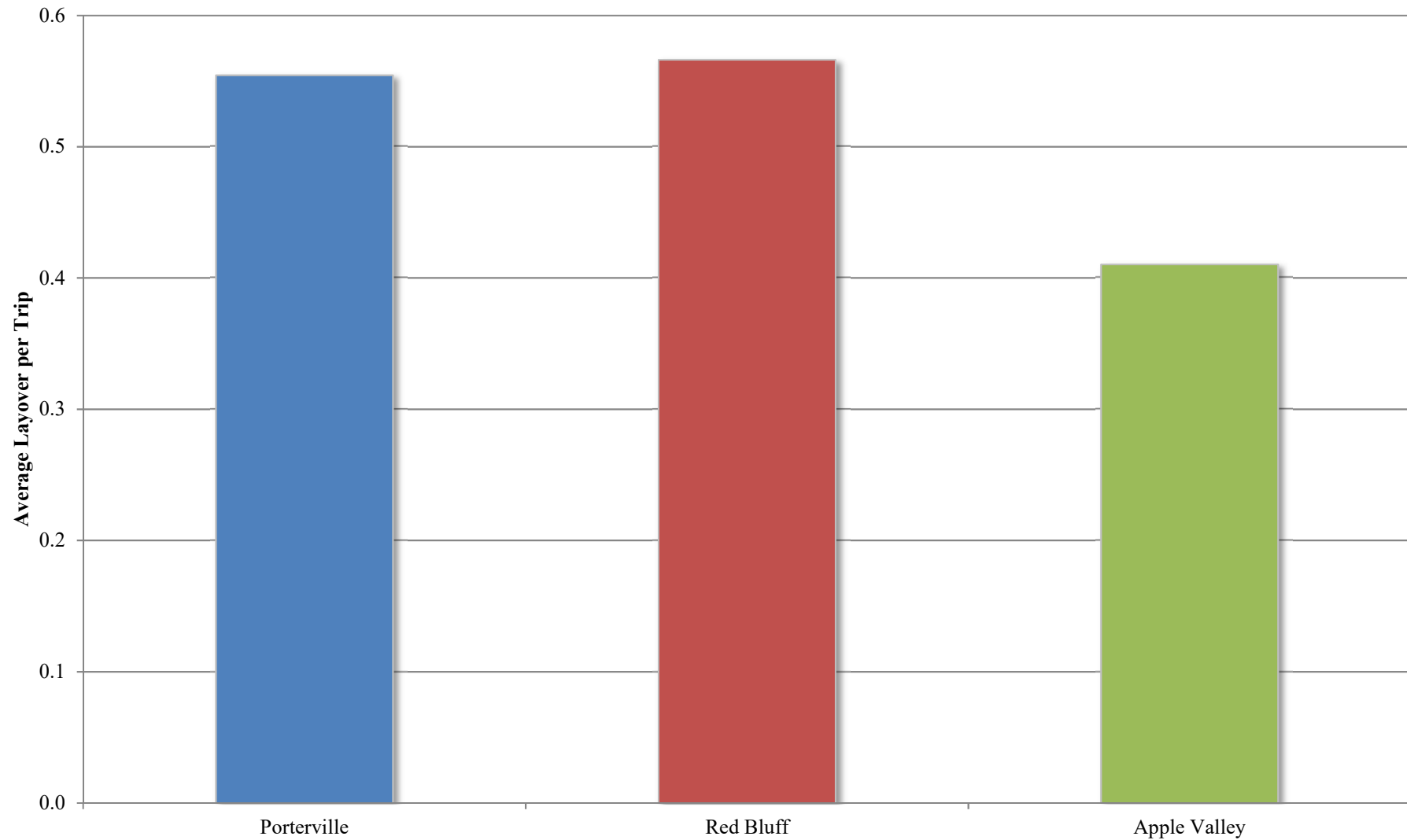


**Note:** Limited to class members identified in the dispatch data.

**Sources:**

1. 2004-2016 Dispatch Data (WMBryan-00028799 - WMBryan-00028809);
2. WMBryan-00029436;
3. WMBryan00028810-WMBryan0028812.

**Figure 7**  
**Average Layovers per Trip by Domicile**



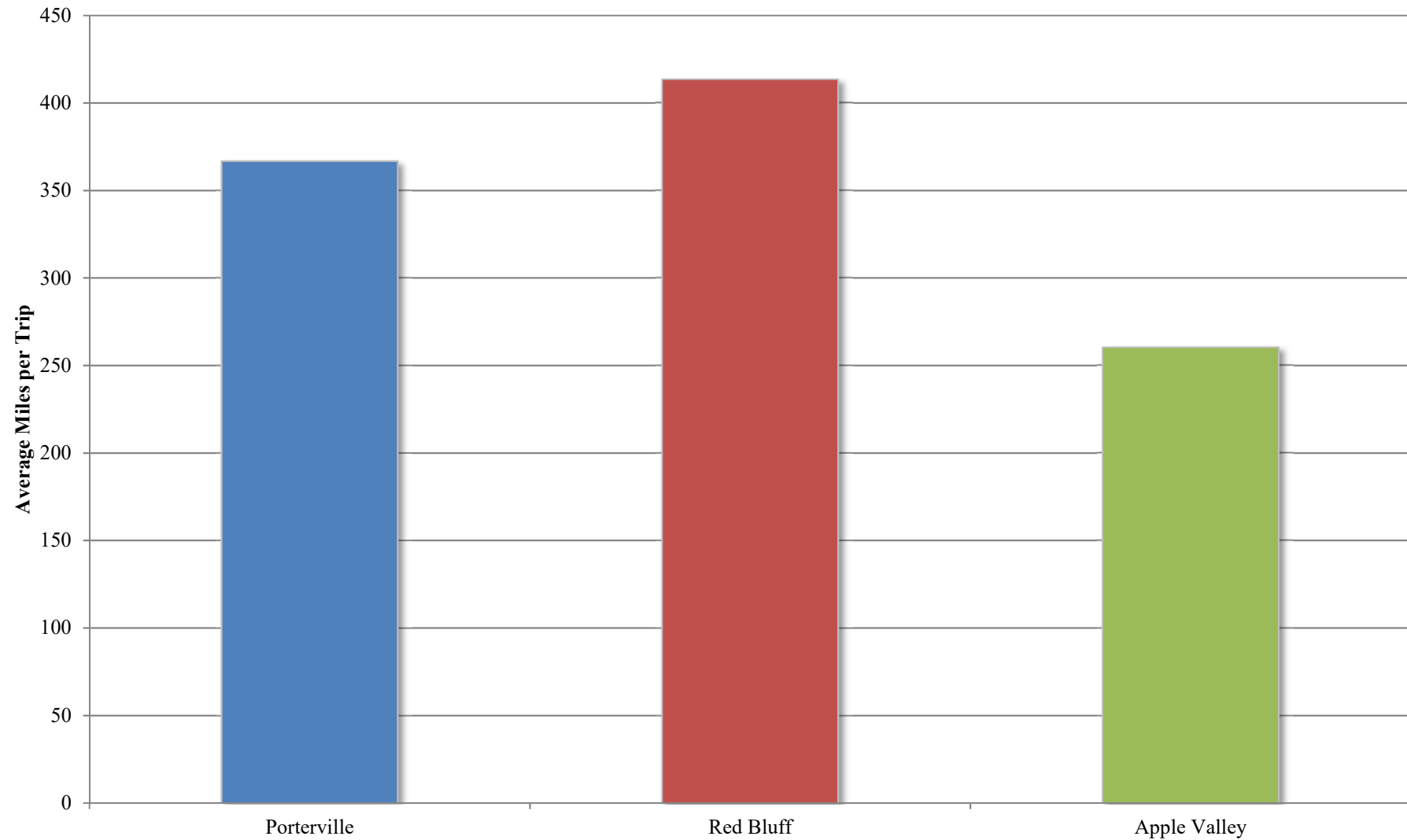
**Note:** Limited to trips driven by class members identified in the dispatch data.

**Sources:**

1. 2004-2016 Dispatch Data (WMBryan-00028799 - WMBryan-00028809);
2. WMBryan-00029436;
3. WMBryan00028810-WMBryan0028812.



**Figure 8**  
**Average Miles per Trip by Domicile**



**Note:** Limited to trips driven by class members identified in the dispatch data.

**Sources:**

1. 2004-2016 Dispatch Data (WMBryan-00028799 - WMBryan-00028809);
2. WMBryan-00029436;
3. WMBryan00028810-WMBryan0028812.

Figure 9

**Statistical Tests of Survey Responses  
Drivers in Top Quartile vs Bottom Quartile of Average Miles per Trip**

Question		Difference of Means (A)-(B)	p-Value	Percentage Difference of Means	Top Quartile		Bottom Quartile	
					Number of Responses	Mean (A)	Number of Responses	Mean (B)
3a	Usual pretrip length	-2.33	0.43	19.2%	9	12.17	9	14.50
4a	Usual post-trip length	-1.22	0.59	12.3%	9	9.94	9	11.17
5a	# roadside/weigh inspections in usual month	2.19	0.22	399.6%	6	2.74	7	0.55
5b	Usual inspection length	-4.03	0.57	21.4%	7	18.79	8	22.81
6a	# washings in 10 usual trips	0.50	0.60	25.9%	7	2.43	7	1.93
6b	Usual washing length	-2.00	0.83	6.7%	9	30.00	9	32.00
7a	# weighings outside Wal-Mart in 10 usual trips	-0.67	0.37	53.3%	6	1.25	6	1.92
7b	Usual length of weighing outside Wal-Mart	-1.39	0.85	6.3%	9	21.94	9	23.33
8a	# adjustments outside Wal-Mart in 10 usual trips	-0.52	0.20	62.9%	6	0.83	7	1.36
8b	Usual time to adjust	21.07	0.29	100.0%	7	42.14	7	21.07
9a	# refuelings at Wal-Mart in 10 usual trips	2.60 *	0.09	67.9%	8	6.44	9	3.83
9b	Usual time to refuel at Wal-Mart	0.39	0.92	2.3%	9	17.22	9	16.83
10a	# refuelings outside Wal-Mart in 10 usual trips	1.31 *	0.05	167.9%	6	2.08	9	0.78
10b	Usual time to refuel outside Wal-Mart	0.66	0.90	3.3%	8	20.94	9	20.28
11a	# meetings at start of day or trip in 10 usual trips	1.60	0.24	24.2%	7	8.21	9	6.61
11b	Usual length of meeting at start of day or trip	2.47	0.74	25.4%	8	12.19	9	9.72
12a	# meetings at end of trip in 10 usual trips	0.90	0.63	16.0%	7	6.57	9	5.67
12b	Usual length of meeting at end of trip	-5.04 **	0.04	109.0%	8	4.63	9	9.67
13a	# times waiting for loading in 10 usual trips	-1.44 **	0.04	115.0%	6	1.25	8	2.69
13b	Usual time waiting for loading	20.00	0.25	32.0%	8	82.50	6	62.50
14a	# times waiting for unloading in 10 usual trips	-1.78 **	0.04	88.9%	5	2.00	9	3.78
14b	Usual time waiting for unloading	15.00	0.11	39.1%	9	53.33	9	38.33
15a	# rest breaks in 10 usual trips	13.60 ***	0.01	376.7%	7	17.21	9	3.61
15b	Usual rest break length	0.06	0.98	0.5%	8	12.00	9	11.94

**Sources:**

1. 2016 Plaintiff Questionnaires
2. 2004-2016 Dispatch Data (WMBryan-00028799 - WMBryan-00028809)
3. WMBryan00028810-WMBryan0028812.

**Notes:**

1. The means reported are the averages of survey responses for which a mean could be computed, i.e., responses with a single number or a range of numbers.
2. \* denotes significance at the 10% level, \*\* denotes significance at the 5% level, and \*\*\* denotes significance at the 1% level.
3. Survey respondents who could be identified in Wal-Mart's dispatch data were divided into quartiles. The number of responses within the quartile to a given question may be less than the number of drivers in the quartile to the extent that some drivers did not respond, or provided a non-numeric response, to that question.
4. If an answer is vague with a number, such as "60 depends on...", then we take the number as the answer.
5. If an answer is nonnumeric such as "varies", "do not recall", "unknown", etc., we treat it as a blank.
6. If an answer is in the format of ">#" or "#+", we take # as the minimum, and blank as the maximum.
7. If an answer is in the format of "<1", we take 1 as the maximum, and 0 as the minimum.
8. If the answer does not match the question, we treat it as a blank.
9. If an answer is "no", we assume the numeric response is 0. If an answer is "yes" and the numeric response is blank, we assume the response is blank. If an answer is "yes" and the numeric response is 0, we assume the response is 0.
10. Based on deposition testimony, some drivers' survey responses were updated. Kenneth Nevarez answered "no" for some questions and then provided numeric answers. We use those numbers since he stated in his deposition that he intended to answer "yes". John Rivero answered "no" for 11 and 12, and then provided numeric answers. We take "no" as answers and treat the numbers as zeros since according to his deposition, he intended to answer "no".

Figure 10

**Statistical Tests of Survey Responses  
Porterville vs Red Bluff**

Question		Difference of Means (A)-(B)	p-Value	Percentage Difference of Means	Porterville		Red Bluff	
					Number of Responses	Mean (A)	Number of Responses	Mean (B)
3a	Usual pretrip length	1.73	0.38	13.1%	13	15.00	15	13.27
4a	Usual post-trip length	2.07	0.43	19.8%	13	12.50	15	10.43
5a	# roadside/weigh inspections in usual month	0.59	0.83	22.6%	6	3.19	11	2.61
5b	Usual inspection length	8.55 ***	0.01	47.4%	11	26.59	13	18.04
6a	# washings in 10 usual trips	1.86 *	0.07	87.2%	10	4.00	11	2.14
6b	Usual washing length	3.58	0.65	13.1%	11	30.91	15	27.33
7a	# weighings outside Wal-Mart in 10 usual trips	1.47 **	0.05	117.8%	9	2.72	10	1.25
7b	Usual length of weighing outside Wal-Mart	0.58	0.92	2.7%	12	22.08	15	21.50
8a	# adjustments outside Wal-Mart in 10 usual trips	1.44 **	0.02	162.5%	9	2.33	9	0.89
8b	Usual time to adjust	-15.70	0.24	68.4%	11	22.95	13	38.65
9a	# refuelings at Wal-Mart in 10 usual trips	-0.77	0.55	14.3%	13	5.38	13	6.15
9b	Usual time to refuel at Wal-Mart	-2.08	0.48	13.5%	12	15.42	15	17.50
10a	# refuelings outside Wal-Mart in 10 usual trips	0.30	0.76	16.9%	11	2.05	10	1.75
10b	Usual time to refuel outside Wal-Mart	0.58	0.90	2.6%	13	23.08	15	22.50
11a	# meetings at start of day or trip in 10 usual trips	0.35	0.77	4.2%	13	8.62	13	8.27
11b	Usual length of meeting at start of day or trip	4.73	0.40	52.6%	13	13.73	13	9.00
12a	# meetings at end of trip in 10 usual trips	-1.71	0.31	31.2%	13	5.46	12	7.17
12b	Usual length of meeting at end of trip	7.19 *	0.07	165.5%	13	11.54	13	4.35
13a	# times waiting for loading in 10 usual trips	2.60 **	0.02	148.6%	10	4.35	10	1.75
13b	Usual time waiting for loading	-7.57	0.73	11.3%	10	66.75	11	74.32
14a	# times waiting for unloading in 10 usual trips	0.17	0.85	7.1%	11	2.50	9	2.33
14b	Usual time waiting for unloading	-20.02 **	0.03	62.0%	11	32.27	12	52.29
15a	# rest breaks in 10 usual trips	-4.77	0.16	51.8%	13	9.19	12	13.96
15b	Usual rest break length	2.67	0.28	23.2%	12	14.17	14	11.50

**Sources:**

1. 2016 Plaintiff Questionnaires

**Notes:**

1. The means reported are the averages of survey responses for which a mean could be computed, i.e., responses with a single number or a range of numbers.
2. \* denotes significance at the 10% level, \*\* denotes significance at the 5% level, and \*\*\* denotes significance at the 1% level.
3. The number of responses per domicile to a given question may be less than the number of survey respondents domiciled at that location to the extent that some drivers did not respond, or provided a non-numeric response, to that question.
4. If an answer is vague with a number, such as "60 depends on...", then we take the number as the answer.
5. If an answer is nonnumeric such as "varies", "do not recall", "unknown", etc., we treat it as a blank.
6. If an answer is in the format of ">#" or "#+", we take # as the minimum, and blank as the maximum.
7. If an answer is in the format of "<1", we take 1 as the maximum, and 0 as the minimum.
8. If the answer does not match the question, we treat it as a blank.
9. If an answer is "no", we assume the numeric response is 0. If an answer is "yes" and the numeric response is blank, we assume the response is blank. If an answer is "yes" and the numeric response is 0, we assume the response is 0.
10. Based on deposition testimony, some drivers' survey responses were updated. Kenneth Nevarez answered "no" for some questions and then provided numeric answers. We use those numbers since he stated in his deposition that he intended to answer "yes". John Rivero answered "no" for 11 and 12, and then provided numeric answers. We take "no" as answers and treat the numbers as zeros since according to his deposition, he intended to answer "no".

Figure 11

**Statistical Tests of Survey Responses  
Apple Valley vs Red Bluff**

Question		Difference of Means (A)-(B)	p-Value	Percentage Difference of Means	Apple Valley		Red Bluff	
					Number of Responses	Mean (A)	Number of Responses	Mean (B)
3a	Usual pretrip length	0.64	0.78	4.8%	11	13.91	15	13.27
4a	Usual post-trip length	0.57	0.78	5.4%	11	11.00	15	10.43
5a	# roadside/weigh inspections in usual month	-2.13 *	0.07	443.9%	8	0.48	11	2.61
5b	Usual inspection length	2.24	0.74	12.4%	9	20.28	13	18.04
6a	# washings in 10 usual trips	0.03	0.97	1.4%	9	2.17	11	2.14
6b	Usual washing length	7.48	0.27	27.4%	11	34.82	15	27.33
7a	# weighings outside Wal-Mart in 10 usual trips	1.06	0.19	85.0%	8	2.31	10	1.25
7b	Usual length of weighing outside Wal-Mart	2.14	0.70	9.9%	11	23.64	15	21.50
8a	# adjustments outside Wal-Mart in 10 usual trips	0.28	0.46	31.3%	9	1.17	9	0.89
8b	Usual time to adjust	-11.71	0.45	43.5%	9	26.94	13	38.65
9a	# refuelings at Wal-Mart in 10 usual trips	-1.10	0.43	21.9%	10	5.05	13	6.15
9b	Usual time to refuel at Wal-Mart	-0.77	0.80	4.6%	11	16.73	15	17.50
10a	# refuelings outside Wal-Mart in 10 usual trips	-0.15	0.88	9.4%	10	1.60	10	1.75
10b	Usual time to refuel outside Wal-Mart	-5.75	0.25	34.3%	10	16.75	15	22.50
11a	# meetings at start of day or trip in 10 usual trips	-0.52	0.63	6.7%	10	7.75	13	8.27
11b	Usual length of meeting at start of day or trip	1.45	0.76	16.1%	10	10.45	13	9.00
12a	# meetings at end of trip in 10 usual trips	-0.37	0.80	5.4%	10	6.80	12	7.17
12b	Usual length of meeting at end of trip	6.05 ***	0.01	139.3%	10	10.40	13	4.35
13a	# times waiting for loading in 10 usual trips	0.75	0.32	42.9%	9	2.50	10	1.75
13b	Usual time waiting for loading	2.56	0.89	3.4%	8	76.88	11	74.32
14a	# times waiting for unloading in 10 usual trips	1.56 *	0.06	66.7%	9	3.89	9	2.33
14b	Usual time waiting for unloading	-13.79 *	0.09	35.8%	10	38.50	12	52.29
15a	# rest breaks in 10 usual trips	-8.51 **	0.01	156.1%	10	5.45	12	13.96
15b	Usual rest break length	0.75	0.68	6.5%	10	12.25	14	11.50

**Sources:**

1. 2016 Plaintiff Questionnaires

**Notes:**

1. The means reported are the averages of survey responses for which a mean could be computed, i.e., responses with a single number or a range of numbers.
2. \* denotes significance at the 10% level, \*\* denotes significance at the 5% level, and \*\*\* denotes significance at the 1% level.
3. The number of responses per domicile to a given question may be less than the number of survey respondents domiciled at that location to the extent that some drivers did not respond, or provided a non-numeric response, to that question.
4. If an answer is vague with a number, such as "60 depends on...", then we take the number as the answer.
5. If an answer is nonnumeric such as "varies", "do not recall", "unknown", etc., we treat it as a blank.
6. If an answer is in the format of ">#" or "#+", we take # as the minimum, and blank as the maximum.
7. If an answer is in the format of "<1", we take 1 as the maximum, and 0 as the minimum.
8. If the answer does not match the question, we treat it as a blank.
9. If an answer is "no", we assume the numeric response is 0. If an answer is "yes" and the numeric response is blank, we assume the response is blank. If an answer is "yes" and the numeric response is 0, we assume the response is 0.
10. Based on deposition testimony, some drivers' survey responses were updated. Kenneth Nevarez answered "no" for some questions and then provided numeric answers. We use those numbers since he stated in his deposition that he intended to answer "yes". John Rivero answered "no" for 11 and 12, and then provided numeric answers. We take "no" as answers and treat the numbers as zeros since according to his deposition, he intended to answer "no".

Figure 12

**Statistical Tests of Survey Responses  
Apple Valley vs Porterville**

Question	Difference of Means (A)-(B)	p-Value	Percentage Difference of Means	Apple Valley		Porterville	
				Number of Responses	Mean (A)	Number of Responses	Mean (B)
3a Usual pretrip length	-1.09	0.61	7.8%	11	13.91	13	15.00
4a Usual post-trip length	-1.50	0.56	13.6%	11	11.00	13	12.50
5a # roadside/weigh inspections in usual month	-2.72	0.30	566.7%	8	0.48	6	3.19
5b Usual inspection length	-6.31	0.35	31.1%	9	20.28	11	26.59
6a # washings in 10 usual trips	-1.83 *	0.09	84.6%	9	2.17	10	4.00
6b Usual washing length	3.91	0.65	12.6%	11	34.82	11	30.91
7a # weighings outside Wal-Mart in 10 usual trips	-0.41	0.67	17.7%	8	2.31	9	2.72
7b Usual length of weighing outside Wal-Mart	1.55	0.80	7.0%	11	23.64	12	22.08
8a # adjustments outside Wal-Mart in 10 usual trips	-1.17 *	0.07	100.0%	9	1.17	9	2.33
8b Usual time to adjust	3.99	0.73	17.4%	9	26.94	11	22.95
9a # refuelings at Wal-Mart in 10 usual trips	-0.33	0.82	6.6%	10	5.05	13	5.38
9b Usual time to refuel at Wal-Mart	1.31	0.69	8.5%	11	16.73	12	15.42
10a # refuelings outside Wal-Mart in 10 usual trips	-0.45	0.73	27.8%	10	1.60	11	2.05
10b Usual time to refuel outside Wal-Mart	-6.33	0.29	37.8%	10	16.75	13	23.08
11a # meetings at start of day or trip in 10 usual trips	-0.87	0.49	11.2%	10	7.75	13	8.62
11b Usual length of meeting at start of day or trip	-3.28	0.41	31.4%	10	10.45	13	13.73
12a # meetings at end of trip in 10 usual trips	1.34	0.40	24.5%	10	6.80	13	5.46
12b Usual length of meeting at end of trip	-1.14	0.78	10.9%	10	10.40	13	11.54
13a # times waiting for loading in 10 usual trips	-1.85 *	0.10	74.0%	9	2.50	10	4.35
13b Usual time waiting for loading	10.13	0.68	15.2%	8	76.88	10	66.75
14a # times waiting for unloading in 10 usual trips	1.39	0.15	55.6%	9	3.89	11	2.50
14b Usual time waiting for unloading	6.23	0.49	19.3%	10	38.50	11	32.27
15a # rest breaks in 10 usual trips	-3.74	0.21	68.7%	10	5.45	13	9.19
15b Usual rest break length	-1.92	0.48	15.6%	10	12.25	12	14.17

**Sources:**

1. 2016 Plaintiff Questionnaires

**Notes:**

1. The means reported are the averages of survey responses for which a mean could be computed, i.e., responses with a single number or a range of numbers.
2. \* denotes significance at the 10% level, \*\* denotes significance at the 5% level, and \*\*\* denotes significance at the 1% level.
3. The number of responses per domicile to a given question may be less than the number of survey respondents domiciled at that location to the extent that some drivers did not respond, or provided a non-numeric response, to that question.
4. If an answer is vague with a number, such as "60 depends on...", then we take the number as the answer.
5. If an answer is nonnumeric such as "varies", "do not recall", "unknown", etc., we treat it as a blank.
6. If an answer is in the format of ">#" or "#+", we take # as the minimum, and blank as the maximum.
7. If an answer is in the format of "<1", we take 1 as the maximum, and 0 as the minimum.
8. If the answer does not match the question, we treat it as a blank.
9. If an answer is "no", we assume the numeric response is 0. If an answer is "yes" and the numeric response is blank, we assume the response is blank. If an answer is "yes" and the numeric response is 0, we assume the response is 0.
10. Based on deposition testimony, some drivers' survey responses were updated. Kenneth Nevarez answered "no" for some questions and then provided numeric answers. We use those numbers since he stated in his deposition that he intended to answer "yes". John Rivero answered "no" for 11 and 12, and then provided numeric answers. We take "no" as answers and treat the numbers as zeros since according to his deposition, he intended to answer "no".

Figure 13

**Mean Survey Responses,  
Based on Treatment of Responses Given as Ranges**

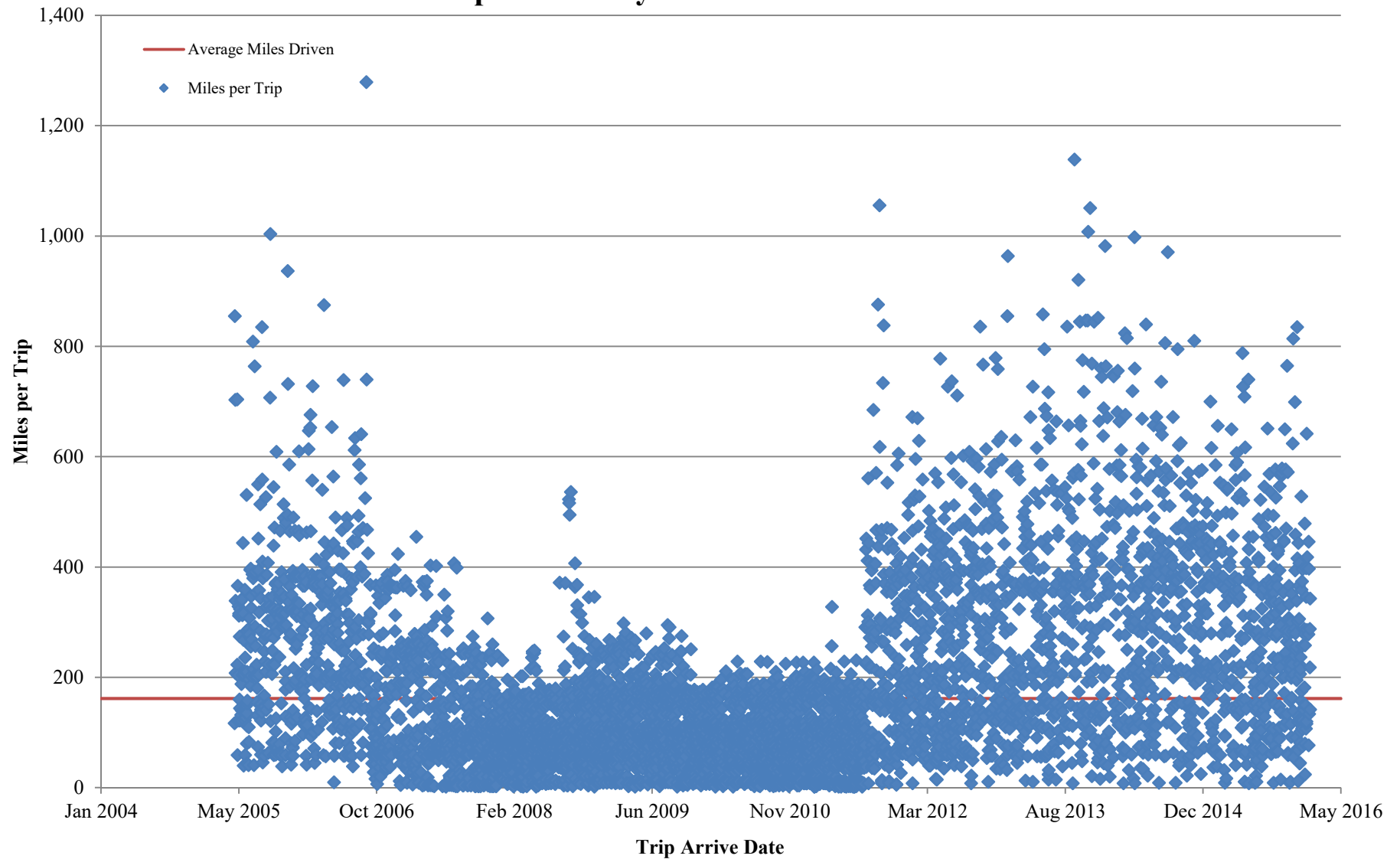
Question		Assumption:			Percentage Difference Between Highest and Lowest Estimate
		Bottom of Range	Limited to Single Numbers	Top of Range	
3a	Usual pretrip length	12.87	13.41	15.18	17.93%
4a	Usual post-trip length	10.21	10.19	12.36	21.34%
5a	# roadside/weigh inspections in usual month	1.98	2.24	2.11	6.35%
5b	Usual inspection length	20.47	21.38	23.27	13.69%
6a	# washings in 10 usual trips	2.68	2.81	2.83	5.82%
6b	Usual washing length	27.05	31.67	34.19	26.37%
7a	# weighings outside Wal-Mart in 10 usual trips	1.93	2.17	2.15	11.39%
7b	Usual length of weighing outside Wal-Mart	21.05	23.33	23.55	11.88%
8a	# adjustments outside Wal-Mart in 10 usual trips	1.36	1.50	1.56	14.62%
8b	Usual time to adjust	24.55	26.20	38.38	56.37%
9a	# refuelings at Wal-Mart in 10 usual trips	5.36	5.81	5.78	7.77%
9b	Usual time to refuel at Wal-Mart	14.50	16.59	19.41	33.86%
10a	# refuelings outside Wal-Mart in 10 usual trips	1.72	1.82	1.87	8.86%
10b	Usual time to refuel outside Wal-Mart	19.34	20.77	23.03	19.05%
11a	# meetings at start of day or trip in 10 usual trips	8.14	8.21	8.36	2.73%
11b	Usual length of meeting at start of day or trip	9.14	11.20	12.97	42.00%
12a	# meetings at end of trip in 10 usual trips	6.29	6.29	6.57	4.55%
12b	Usual length of meeting at end of trip	6.95	7.69	10.25	47.57%
13a	# times waiting for loading in 10 usual trips	2.67	2.64	3.03	14.94%
13b	Usual time waiting for loading	51.45	50.31	92.93	84.71%
14a	# times waiting for unloading in 10 usual trips	2.77	2.81	2.93	5.94%
14b	Usual time waiting for unloading	30.61	30.79	52.27	70.79%
15a	# rest breaks in 10 usual trips	9.25	8.87	10.57	19.17%
15b	Usual rest break length	11.44	13.00	13.75	20.15%

Source: 2016 Plaintiff Questionnaires

**Notes:**

- For each question, the "Bottom of Range" column reports the mean of drivers' minimum responses of that question; the "Limited to Single Numbers" column reports the mean of responses with one single number; and the "Top of Range" column reports the mean of drivers' maximum responses of that question.
- If an answer is vague with a number, such as "60 depends on...", then we take the number as the answer.
- If an answer is nonnumeric such as "varies", "do not recall", "unknown", etc., we treat it as a blank.
- If an answer is in the format of ">#" or "#+", we take # as the minimum, and blank as the maximum.
- If an answer is in the format of "<1", we take 1 as the maximum, and 0 as the minimum.
- If the answer does not match the question, we treat it as a blank.
- If an answer is "no", we assume the numeric response is 0. If an answer is "yes" and the numeric response is blank, we assume the response is blank. If an answer is "yes" and the numeric response is 0, we assume the response is 0.
- Based on deposition testimony, some drivers' survey responses were updated. Kenneth Nevarez answered "no" for some questions and then provided numeric answers. We use those numbers since he stated in his deposition that he intended to answer "yes". John Rivero answered "no" for 11 and 12, and then provided numeric answers. We take "no" as answers and treat the numbers as zeros since according to his deposition, he intended to answer "no".

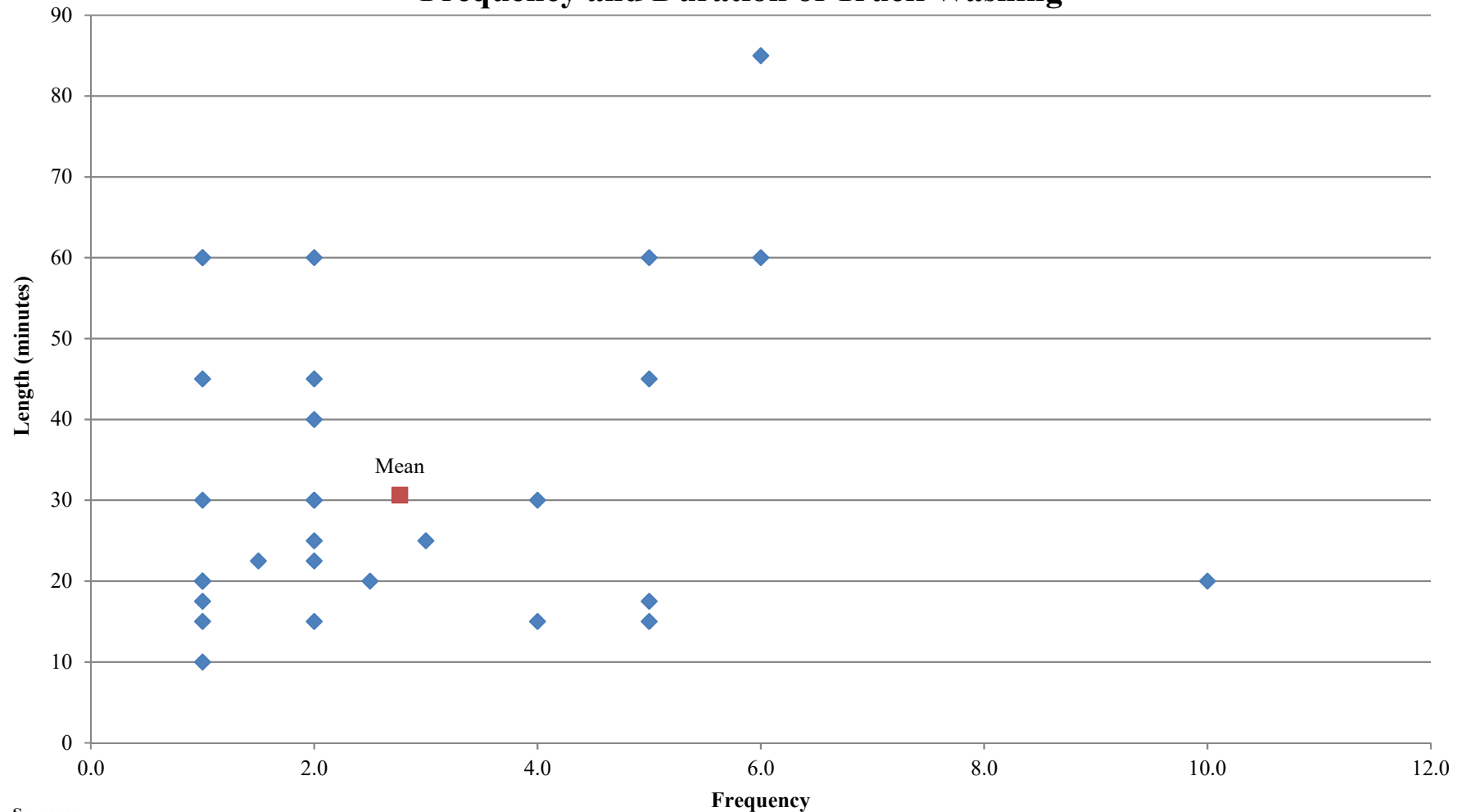
**Figure 14**  
**Trips Driven by Class Member Nettles**



**Sources:**

1. 2004-2016 Dispatch Data (WMBryan-00028799 - WMBryan-00028809);
2. WMBryan00028810-WMBryan0028812.

**Figure 15**  
**Frequency and Duration of Truck Washing**



**Sources:**

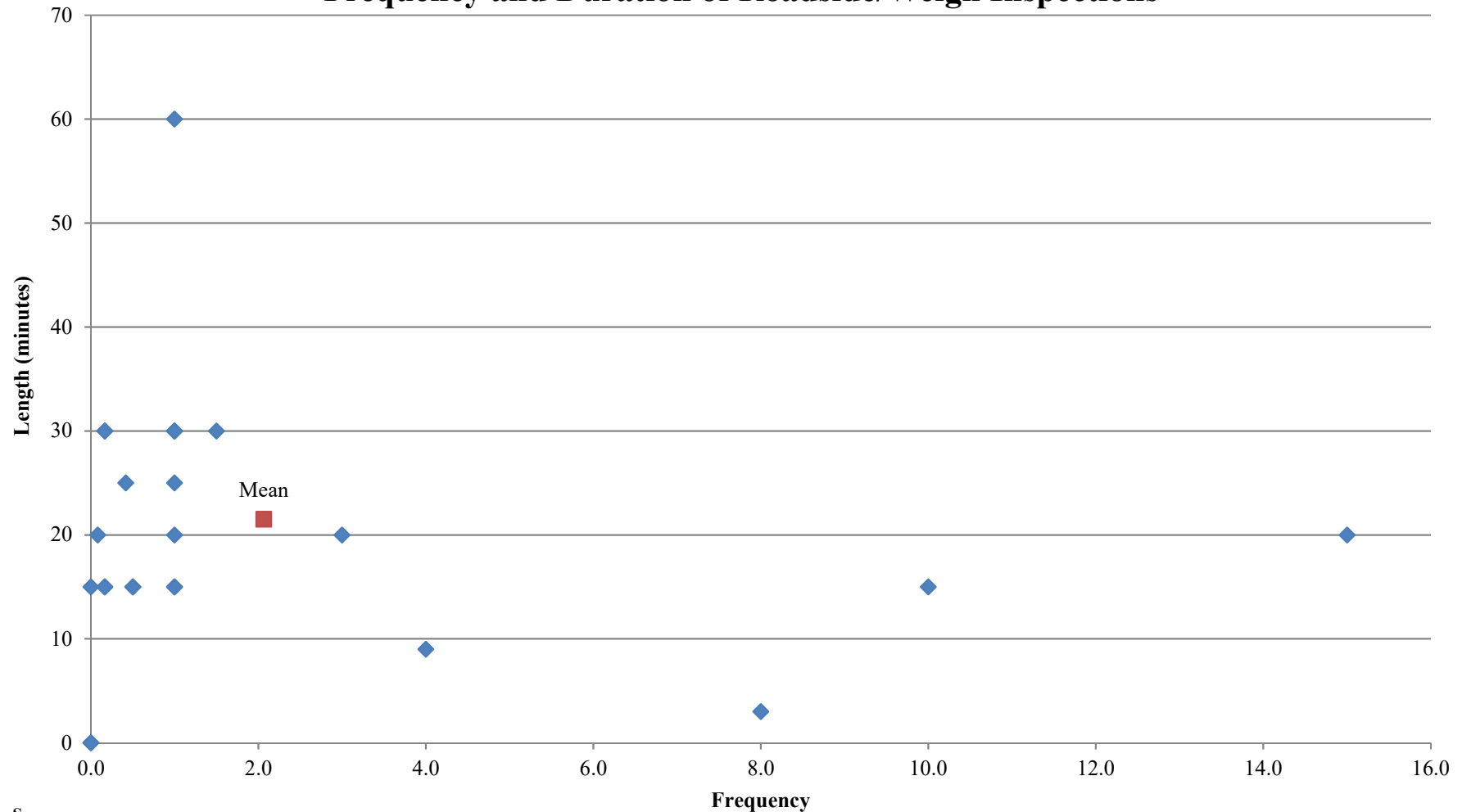
1. 2016 Plaintiff Questionnaires

**Notes:**

1. If an answer is vague with a number, such as "60 depends on...", then we take the number as the answer. If an answer is nonnumeric, such as "varies", we treat it as a blank. If an answer is in the format of ">#" or "#+", we take # as the minimum, and blank as the maximum. If an answer is in the format of "<1", we take 1 as the maximum, and 0 as the minimum. If the answer does not match the question, we treat it as a blank. If an answer is "no", we assume the numeric response is 0. If an answer is "yes" and the numeric response is blank, we assume the response is blank.
2. Based on deposition testimony, some drivers' survey responses were updated. Kenneth Nevarez answered "no" for some questions and then provided numeric answers. We use those numbers since he stated in his deposition that he intended to answer "yes". John Rivero answered "no" for 11 and 12, and then provided numeric answers. We take "no" as answers and treat the numbers as zeros since according to his deposition, he intended to answer "no".



**Figure 16**  
**Frequency and Duration of Roadside/Weigh Inspections**



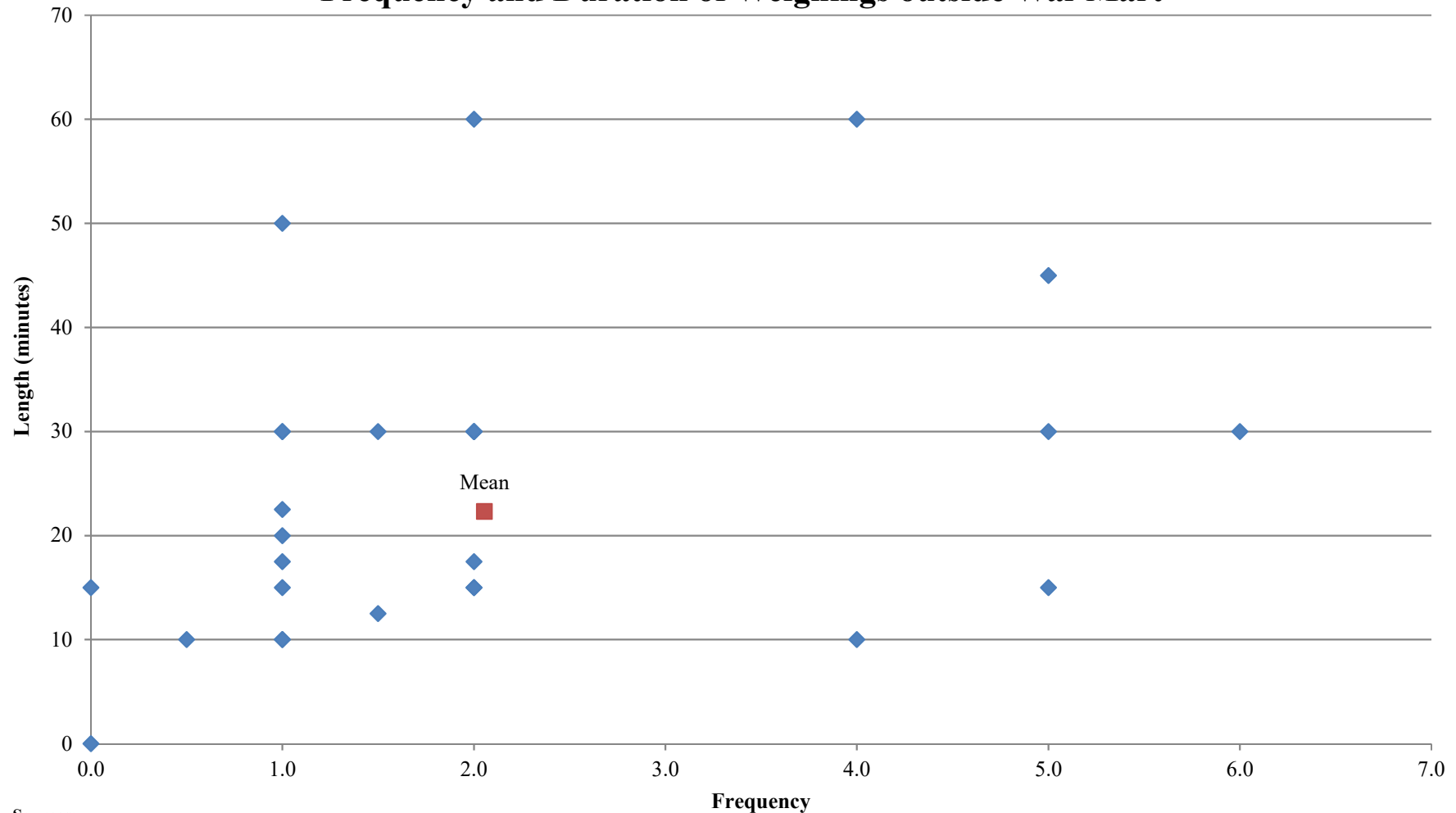
**Sources:**

1. 2016 Plaintiff Questionnaires

**Notes:**

1. If an answer is vague with a number, such as "60 depends on...", then we take the number as the answer. If an answer is nonnumeric, such as "varies", we treat it as a blank. If an answer is in the format of ">#" or "#+", we take # as the minimum, and blank as the maximum. If an answer is in the format of "<1", we take 1 as the maximum, and 0 as the minimum. If the answer does not match the question, we treat it as a blank. If an answer is "no", we assume the numeric response is 0. If an answer is "yes" and the numeric response is blank, we assume the response is blank.
2. Based on deposition testimony, some drivers' survey responses were updated. Kenneth Nevarez answered "no" for some questions and then provided numeric answers. We use those numbers since he stated in his deposition that he intended to answer "yes". John Rivero answered "no" for 11 and 12, and then provided numeric answers. We take "no" as answers and treat the numbers as zeros since according to his deposition, he intended to answer "no".

**Figure 17**  
**Frequency and Duration of Weighings outside Wal-Mart**



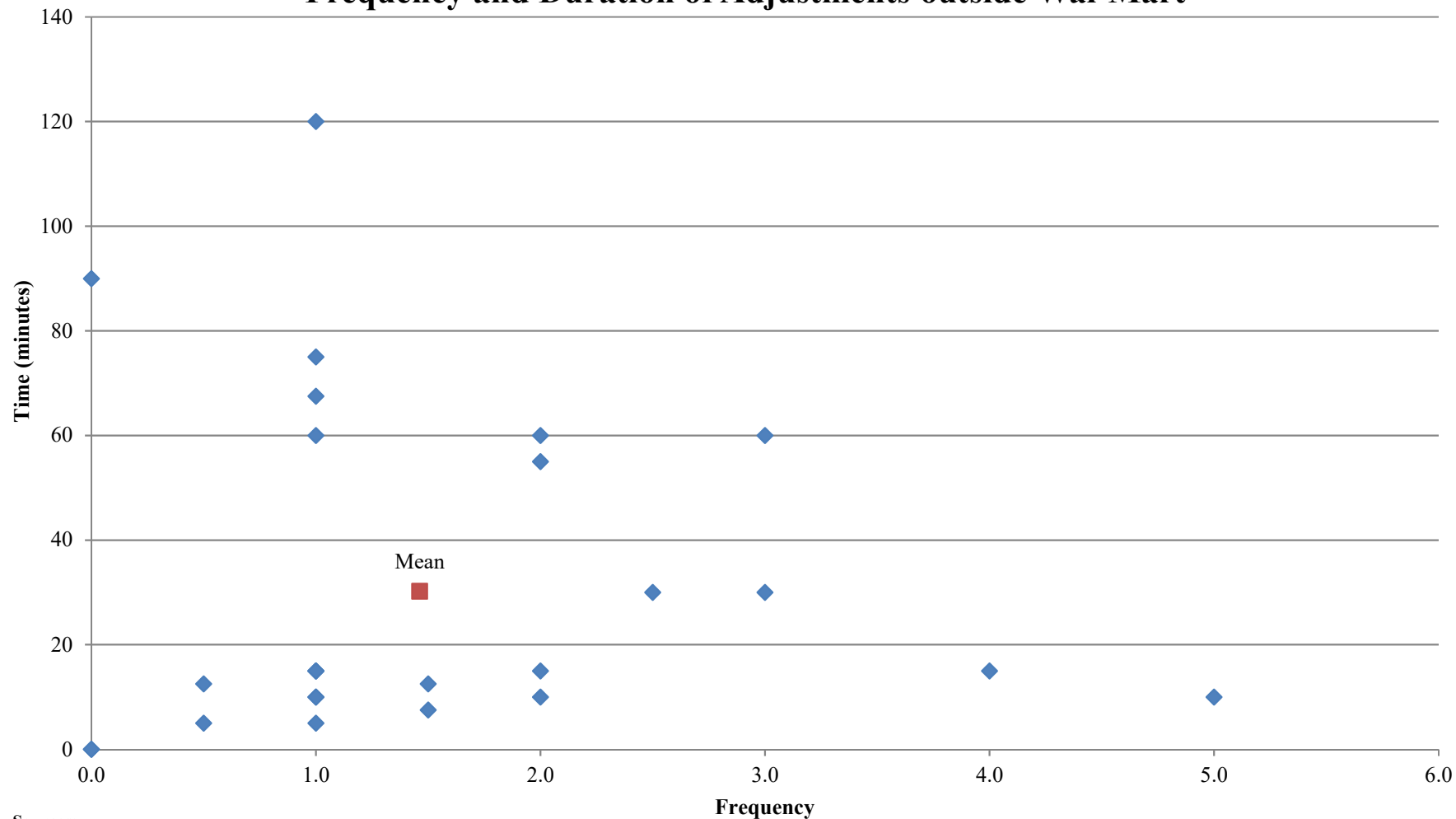
**Sources:**

1. 2016 Plaintiff Questionnaires

**Notes:**

1. If an answer is vague with a number, such as "60 depends on...", then we take the number as the answer. If an answer is nonnumeric, such as "varies", we treat it as a blank. If an answer is in the format of ">#" or "#+", we take # as the minimum, and blank as the maximum. If an answer is in the format of "<1", we take 1 as the maximum, and 0 as the minimum. If the answer does not match the question, we treat it as a blank. If an answer is "no", we assume the numeric response is 0. If an answer is "yes" and the numeric response is blank, we assume the response is blank.
2. Based on deposition testimony, some drivers' survey responses were updated. Kenneth Nevarez answered "no" for some questions and then provided numeric answers. We use those numbers since he stated in his deposition that he intended to answer "yes". John Rivero answered "no" for 11 and 12, and then provided numeric answers. We take "no" as answers and treat the numbers as zeros since according to his deposition, he intended to answer "no".

**Figure 18**  
**Frequency and Duration of Adjustments outside Wal-Mart**



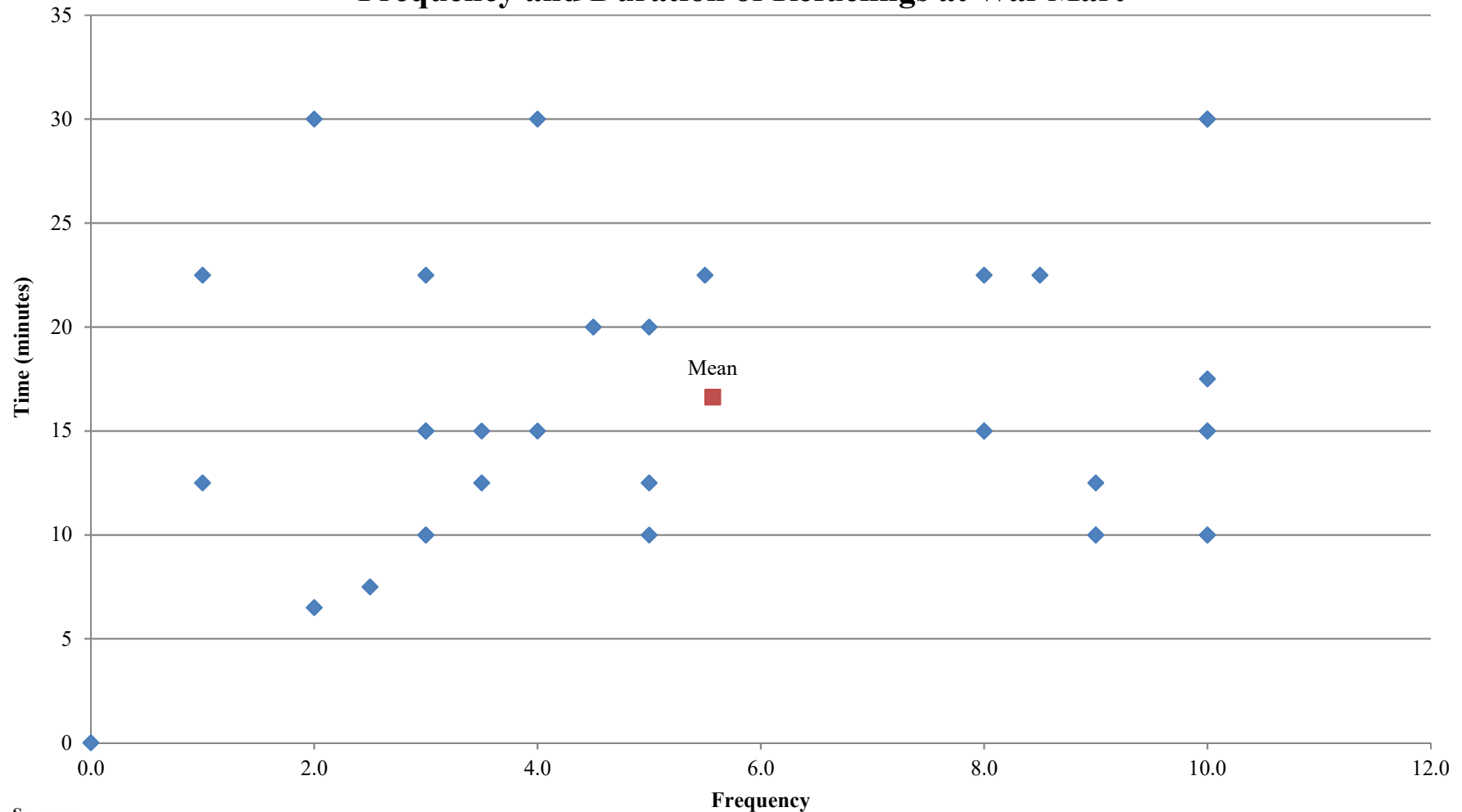
**Sources:**

1. 2016 Plaintiff Questionnaires

**Notes:**

1. If an answer is vague with a number, such as "60 depends on...", then we take the number as the answer. If an answer is nonnumeric, such as "varies", we treat it as a blank. If an answer is in the format of ">#" or "#+", we take # as the minimum, and blank as the maximum. If an answer is in the format of "<1", we take 1 as the maximum, and 0 as the minimum. If the answer does not match the question, we treat it as a blank. If an answer is "no", we assume the numeric response is 0. If an answer is "yes" and the numeric response is blank, we assume the response is blank.
2. Based on deposition testimony, some drivers' survey responses were updated. Kenneth Nevarez answered "no" for some questions and then provided numeric answers. We use those numbers since he stated in his deposition that he intended to answer "yes". John Rivero answered "no" for 11 and 12, and then provided numeric answers. We take "no" as answers and treat the numbers as zeros since according to his deposition, he intended to answer "no".

**Figure 19**  
**Frequency and Duration of Refuelings at Wal-Mart**



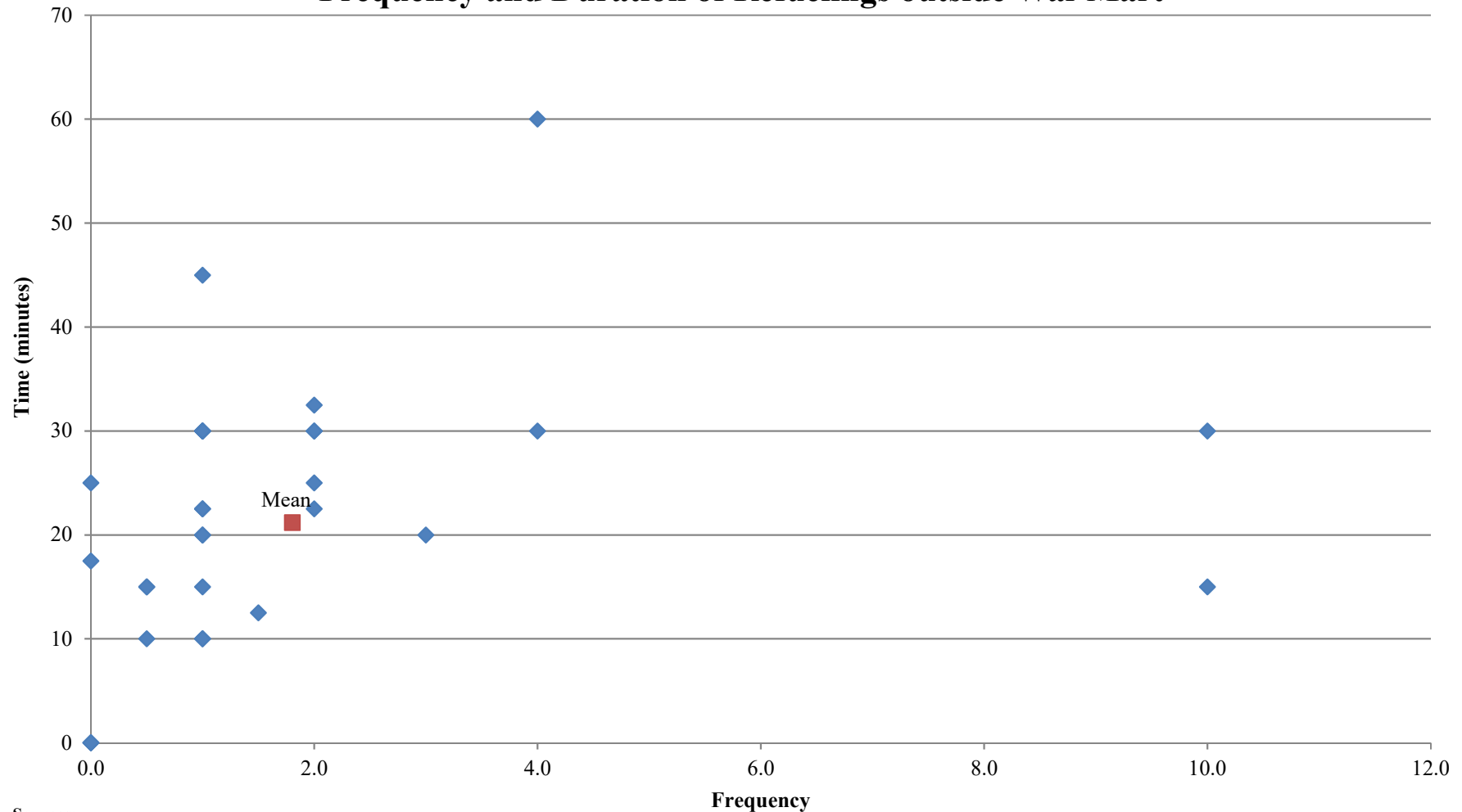
**Sources:**

1. 2016 Plaintiff Questionnaires

**Notes:**

1. If an answer is vague with a number, such as "60 depends on...", then we take the number as the answer. If an answer is nonnumeric, such as "varies", we treat it as a blank. If an answer is in the format of ">#" or "#+", we take # as the minimum, and blank as the maximum. If an answer is in the format of "<1", we take 1 as the maximum, and 0 as the minimum. If the answer does not match the question, we treat it as a blank. If an answer is "no", we assume the numeric response is 0. If an answer is "yes" and the numeric response is blank, we assume the response is blank.
2. Based on deposition testimony, some drivers' survey responses were updated. Kenneth Nevarez answered "no" for some questions and then provided numeric answers. We use those numbers since he stated in his deposition that he intended to answer "yes". John Rivero answered "no" for 11 and 12, and then provided numeric answers. We take "no" as answers and treat the numbers as zeros since according to his deposition, he intended to answer "no".

**Figure 20**  
**Frequency and Duration of Refuelings outside Wal-Mart**



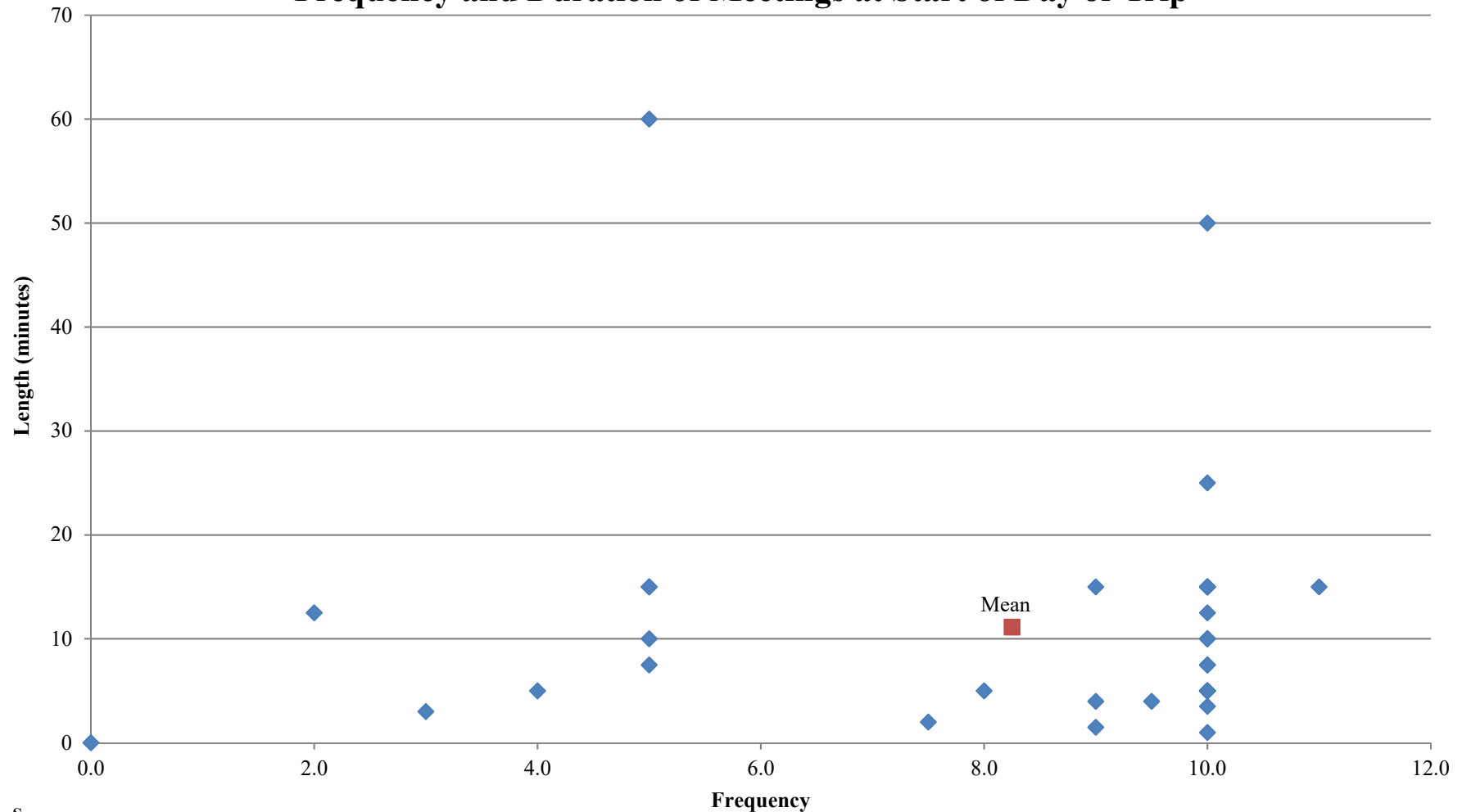
**Sources:**

1. 2016 Plaintiff Questionnaires

**Notes:**

1. If an answer is vague with a number, such as "60 depends on...", then we take the number as the answer. If an answer is nonnumeric, such as "varies", we treat it as a blank. If an answer is in the format of ">#" or "#+", we take # as the minimum, and blank as the maximum. If an answer is in the format of "<1", we take 1 as the maximum, and 0 as the minimum. If the answer does not match the question, we treat it as a blank. If an answer is "no", we assume the numeric response is 0. If an answer is "yes" and the numeric response is blank, we assume the response is blank.
2. Based on deposition testimony, some drivers' survey responses were updated. Kenneth Nevarez answered "no" for some questions and then provided numeric answers. We use those numbers since he stated in his deposition that he intended to answer "yes". John Rivero answered "no" for 11 and 12, and then provided numeric answers. We take "no" as answers and treat the numbers as zeros since according to his deposition, he intended to answer "no".

**Figure 21**  
**Frequency and Duration of Meetings at Start of Day or Trip**



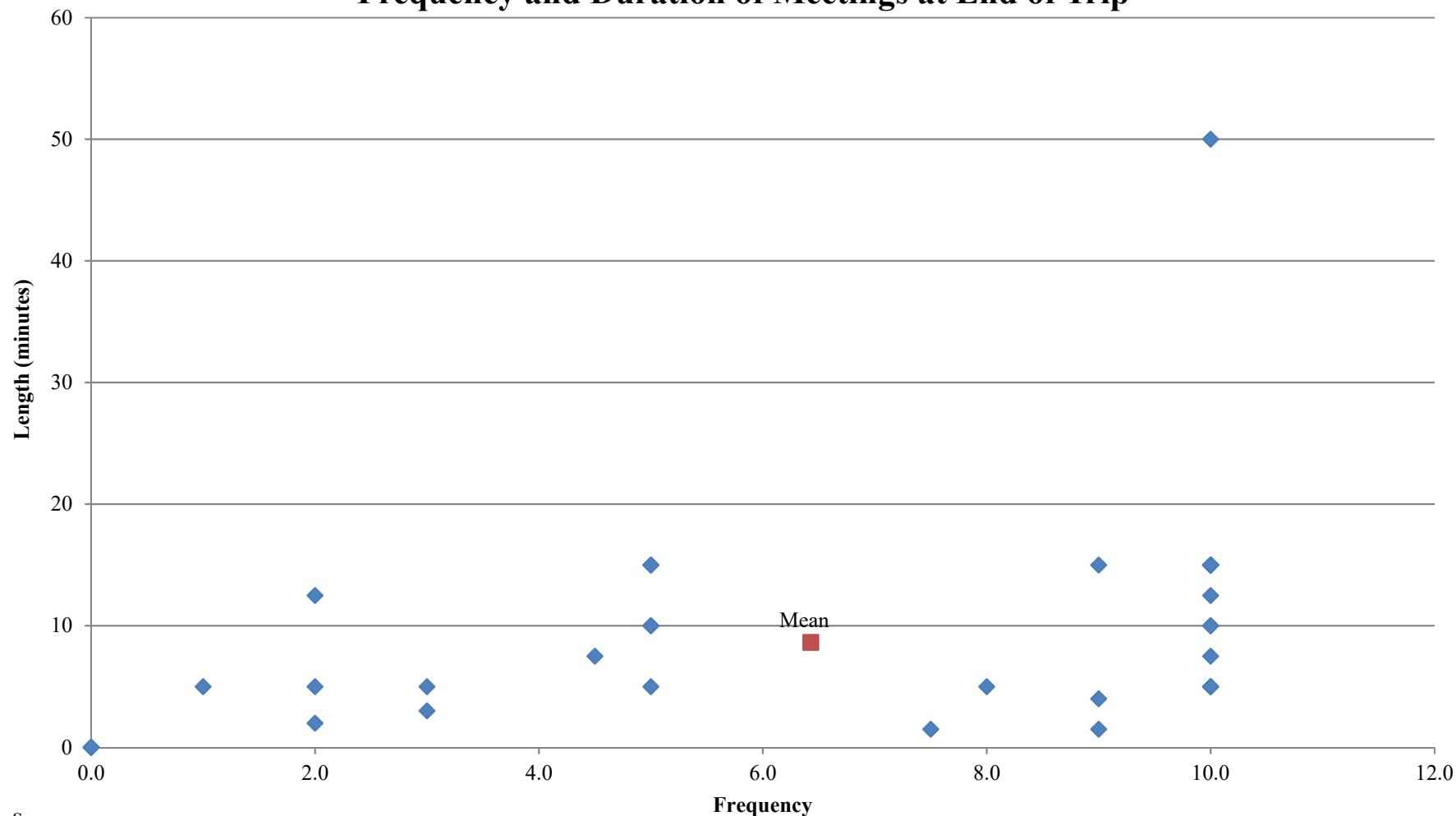
**Sources:**

1. 2016 Plaintiff Questionnaires

**Notes:**

1. If an answer is vague with a number, such as "60 depends on...", then we take the number as the answer. If an answer is nonnumeric, such as "varies", we treat it as a blank. If an answer is in the format of ">#" or "#+", we take # as the minimum, and blank as the maximum. If an answer is in the format of "<1", we take 1 as the maximum, and 0 as the minimum. If the answer does not match the question, we treat it as a blank. If an answer is "no", we assume the numeric response is 0. If an answer is "yes" and the numeric response is blank, we assume the response is blank.
2. Based on deposition testimony, some drivers' survey responses were updated. Kenneth Nevarez answered "no" for some questions and then provided numeric answers. We use those numbers since he stated in his deposition that he intended to answer "yes". John Rivero answered "no" for 11 and 12, and then provided numeric answers. We take "no" as answers and treat the numbers as zeros since according to his deposition, he intended to answer "no".

**Figure 22**  
**Frequency and Duration of Meetings at End of Trip**



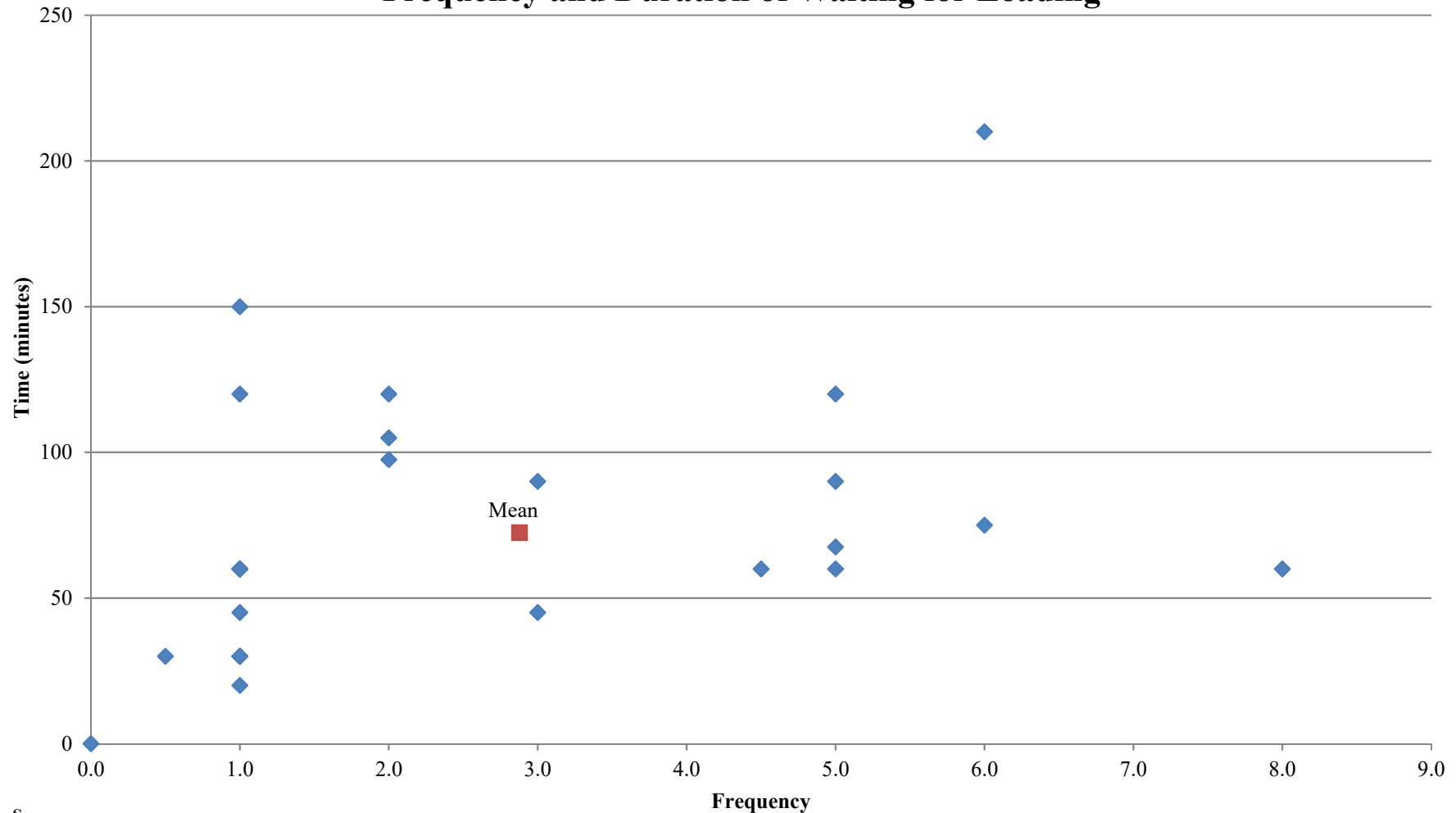
**Sources:**

1. 2016 Plaintiff Questionnaires

**Notes:**

1. If an answer is vague with a number, such as "60 depends on...", then we take the number as the answer. If an answer is nonnumeric, such as "varies", we treat it as a blank. If an answer is in the format of ">#" or "#+", we take # as the minimum, and blank as the maximum. If an answer is in the format of "<1", we take 1 as the maximum, and 0 as the minimum. If the answer does not match the question, we treat it as a blank. If an answer is "no", we assume the numeric response is 0. If an answer is "yes" and the numeric response is blank, we assume the response is blank.
2. Based on deposition testimony, some drivers' survey responses were updated. Kenneth Nevarez answered "no" for some questions and then provided numeric answers. We use those numbers since he stated in his deposition that he intended to answer "yes". John Rivero answered "no" for 11 and 12, and then provided numeric answers. We take "no" as answers and treat the numbers as zeros since according to his deposition, he intended to answer "no".

**Figure 23**  
**Frequency and Duration of Waiting for Loading**



**Sources:**

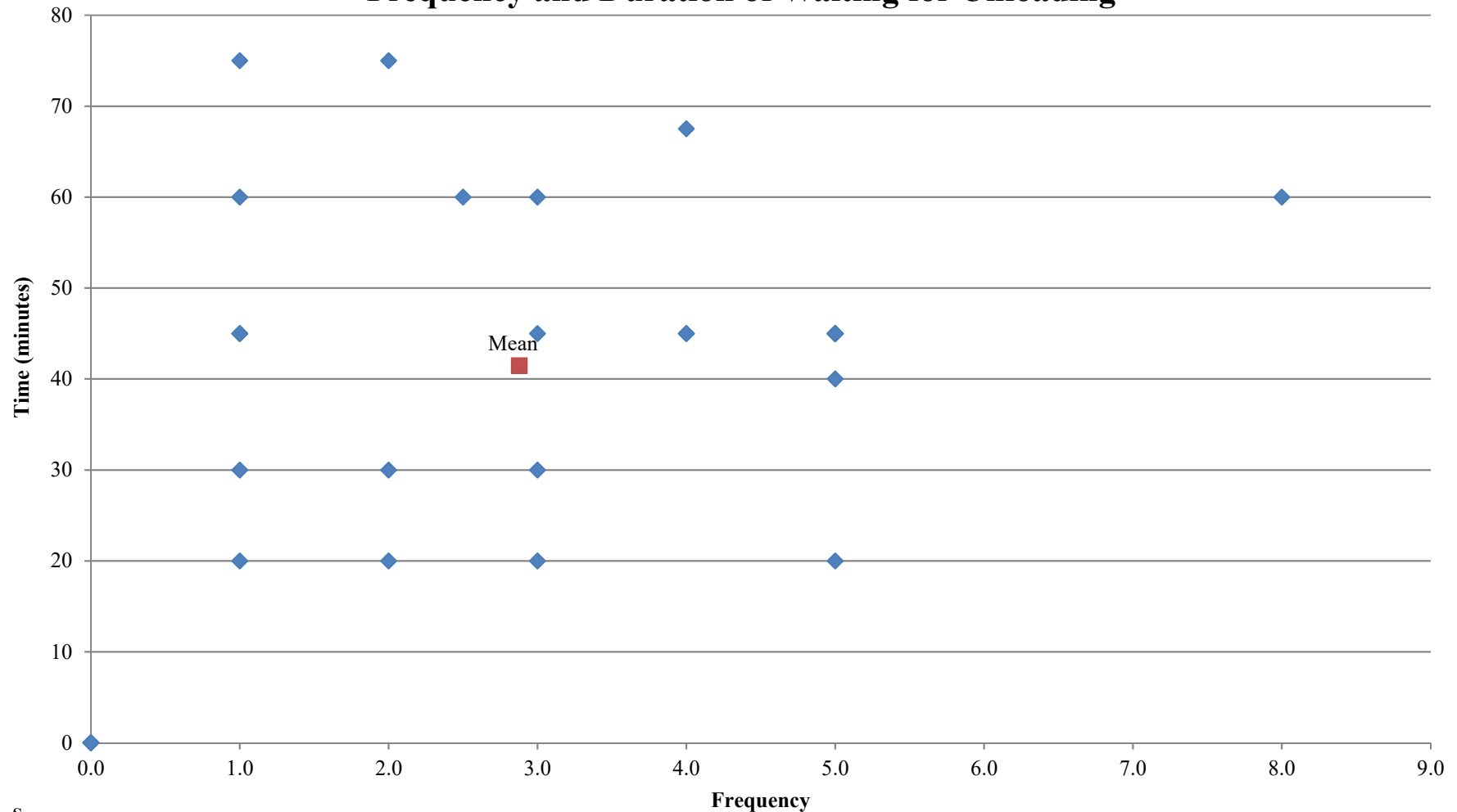
1. 2016 Plaintiff Questionnaires

**Notes:**

1. If an answer is vague with a number, such as "60 depends on...", then we take the number as the answer. If an answer is nonnumeric, such as "varies", we treat it as a blank. If an answer is in the format of ">#" or "#+", we take # as the minimum, and blank as the maximum. If an answer is in the format of "<1", we take 1 as the maximum, and 0 as the minimum. If the answer does not match the question, we treat it as a blank. If an answer is "no", we assume the numeric response is 0. If an answer is "yes" and the numeric response is blank, we assume the response is blank.
2. Based on deposition testimony, some drivers' survey responses were updated. Kenneth Nevarez answered "no" for some questions and then provided numeric answers. We use those numbers since he stated in his deposition that he intended to answer "yes". John Rivero answered "no" for 11 and 12, and then provided numeric answers. We take "no" as answers and treat the numbers as zeros since according to his deposition, he intended to answer "no".



**Figure 24**  
**Frequency and Duration of Waiting for Unloading**



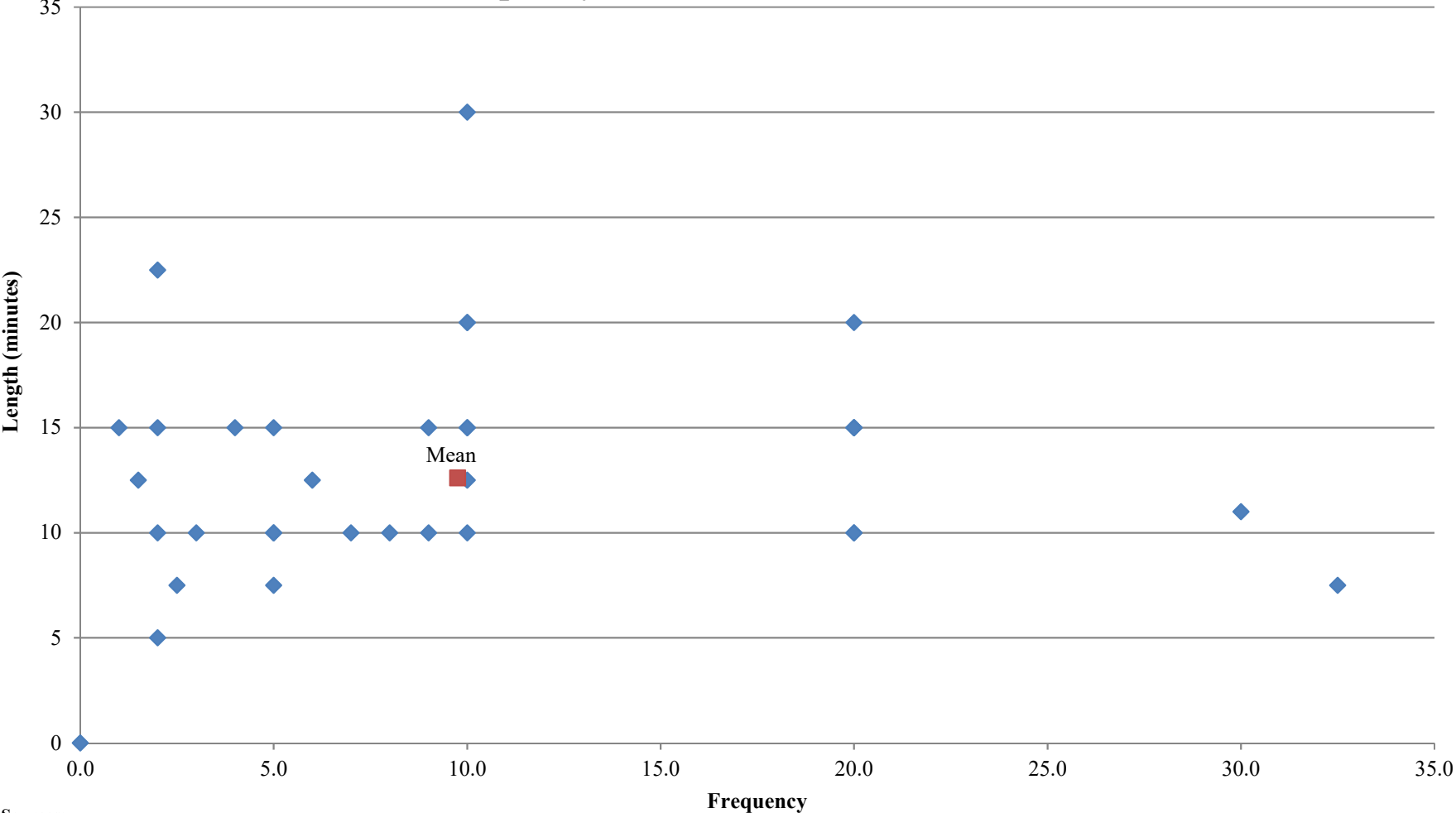
**Sources:**

1. 2016 Plaintiff Questionnaires

**Notes:**

1. If an answer is vague with a number, such as "60 depends on...", then we take the number as the answer. If an answer is nonnumeric, such as "varies", we treat it as a blank. If an answer is in the format of ">#" or "#+", we take # as the minimum, and blank as the maximum. If an answer is in the format of "<1", we take 1 as the maximum, and 0 as the minimum. If the answer does not match the question, we treat it as a blank. If an answer is "no", we assume the numeric response is 0. If an answer is "yes" and the numeric response is blank, we assume the response is blank.
2. Based on deposition testimony, some drivers' survey responses were updated. Kenneth Nevarez answered "no" for some questions and then provided numeric answers. We use those numbers since he stated in his deposition that he intended to answer "yes". John Rivero answered "no" for 11 and 12, and then provided numeric answers. We take "no" as answers and treat the numbers as zeros since according to his deposition, he intended to answer "no".

**Figure 25**  
**Frequency and Duration of Rest Breaks**



**Sources:**

1. 2016 Plaintiff Questionnaires

**Notes:**

1. If an answer is vague with a number, such as "60 depends on...", then we take the number as the answer. If an answer is nonnumeric, such as "varies", we treat it as a blank. If an answer is in the format of ">#" or "#+", we take # as the minimum, and blank as the maximum. If an answer is in the format of "<1", we take 1 as the maximum, and 0 as the minimum. If the answer does not match the question, we treat it as a blank. If an answer is "no", we assume the numeric response is 0. If an answer is "yes" and the numeric response is blank, we assume the response is blank.
2. Based on deposition testimony, some drivers' survey responses were updated. Kenneth Nevarez answered "no" for some questions and then provided numeric answers. We use those numbers since he stated in his deposition that he intended to answer "yes". John Rivero answered "no" for 11 and 12, and then provided numeric answers. We take "no" as answers and treat the numbers as zeros since according to his deposition, he intended to answer "no".

Figure 26

## Ranges of Reported Frequencies and Durations Among Survey Responses

Question		Minimum	Maximum	Range	Range as % of Minimum
3a	Usual pretrip length	5	30	25	500%
4a	Usual post-trip length	5	30	25	500%
5a	# roadside/weight inspections in usual month	0.1	15	14.9	17900%
5b	Usual inspection length	3	60	57	1900%
6a	# washings in 10 usual trips	1	10	9	900%
6b	Usual washing length	6	150	144	2400%
7a	# weighings outside Wal-Mart in 10 usual trips	1	6	5	500%
7b	Usual length of weighing outside Wal-Mart	5	60	55	1100%
8a	# adjustments outside Wal-Mart in 10 usual trips	1	5	4	400%
8b	Usual time to adjust	5	180	175	3500%
9a	# refuelings at Wal-Mart in 10 usual trips	1	10	9	900%
9b	Usual time to refuel at Wal-Mart	5	45	40	800%
10a	# refuelings outside Wal-Mart in 10 usual trips	0.5	10	9.5	1900%
10b	Usual time to refuel outside Wal-Mart	10	60	50	500%
11a	# meetings at start of day or trip in 10 usual trips	2	11	9	450%
11b	Usual length of meeting at start of day or trip	1	90	89	8900%
12a	# meetings at end of trip in 10 usual trips	1	10	9	900%
12b	Usual length of meeting at end of trip	1	90	89	8900%
13a	# times waiting for loading in 10 usual trips	1	10	9	900%
13b	Usual time waiting for loading	10	240	230	2300%
14a	# times waiting for unloading in 10 usual trips	1	8	7	700%
14b	Usual time waiting for unloading	15	120	105	700%
15a	# rest breaks in 10 usual trips	1	50	49	4900%
15b	Usual rest break length	5	30	25	500%

Source: 2016 Plaintiff Questionnaires

**Notes:**

1. The table presents the non-zero minimum, maximum, and range for each numeric response across all drivers.
2. If an answer is vague with a number, such as "60 depends on...", then we take the number as the answer.
3. If an answer is nonnumeric such as "varies", "do not recall", "unknown", etc., we treat it as a blank.
4. If an answer is in the format of ">#" or "#+", we take # as the minimum, and blank as the maximum.
5. If an answer is in the format of "<1", we take 1 as the maximum, and 0 as the minimum.
6. If the answer does not match the question, we treat it as a blank.
7. If an answer is "no", we assume the numeric response is 0. If an answer is "yes" and the numeric response is blank, we assume the response is blank. If an answer is "yes" and the numeric response is 0, we assume the response is 0.
8. Based on deposition testimony, some drivers' survey responses were updated. Kenneth Nevarez answered "no" for some questions and then provided numeric answers. We use those numbers since he stated in his deposition that he intended to answer "yes". John Rivero answered "no" for 11 and 12, and then provided numeric answers. We take "no" as answers and treat the numbers as zeros since according to his deposition, he intended to answer "no".

Figure 27

**Survey Response Margins of Error**  
**Based on Specific Numerical Responses to Survey Questions**

Question		Mean	# Numeric Responses	Lower 95% Confidence Interval	Upper 95% Confidence Interval	Margin of Error (as % of Mean)
3a	Usual pretrip length	13.41	27	11.82	14.99	11.8%
4a	Usual post-trip length	10.19	27	7.83	12.54	23.1%
5a	# roadside/weigh inspections in usual month	2.24	22	0.63	3.85	72.0%
5b	Usual inspection length	21.38	24	16.37	26.38	23.4%
6a	# washings in 10 usual trips	2.81	27	1.96	3.66	30.2%
6b	Usual washing length	31.67	27	25.32	38.01	20.0%
7a	# weighings outside Wal-Mart in 10 usual trips	2.17	23	1.46	2.89	32.9%
7b	Usual length of weighing outside Wal-Mart	23.33	30	17.95	28.72	23.1%
8a	# adjustments outside Wal-Mart in 10 usual trips	1.50	22	0.96	2.04	36.2%
8b	Usual time to adjust	26.20	25	14.48	37.92	44.7%
9a	# refuelings at Wal-Mart in 10 usual trips	5.81	27	4.52	7.11	22.3%
9b	Usual time to refuel at Wal-Mart	16.59	22	13.10	20.09	21.1%
10a	# refuelings outside Wal-Mart in 10 usual trips	1.82	28	0.89	2.76	51.3%
10b	Usual time to refuel outside Wal-Mart	20.77	26	15.37	26.17	26.0%
11a	# meetings at start of day or trip in 10 usual trips	8.21	33	7.21	9.21	12.2%
11b	Usual length of meeting at start of day or trip	11.20	25	6.54	15.86	41.6%
12a	# meetings at end of trip in 10 usual trips	6.29	31	4.89	7.69	22.3%
12b	Usual length of meeting at end of trip	7.69	26	5.52	9.87	28.3%
13a	# times waiting for loading in 10 usual trips	2.64	25	1.79	3.49	32.0%
13b	Usual time waiting for loading	50.31	16	36.88	63.75	26.7%
14a	# times waiting for unloading in 10 usual trips	2.81	27	2.05	3.58	27.1%
14b	Usual time waiting for unloading	30.79	19	22.50	39.08	26.9%
15a	# rest breaks in 10 usual trips	8.87	31	6.63	11.11	25.2%
15b	Usual rest break length	13.00	25	10.81	15.19	16.9%

Source: 2016 Plaintiff Questionnaires

**Notes:**

1. The values reported are the average of responses that were given as a specific number and not as a range.
2. If an answer is vague with a number, such as "60 depends on...", then we take the number as the answer.
3. If an answer is nonnumeric such as "varies", "do not recall", "unknown", etc., we treat it as a blank.
4. If an answer is in the format of ">#" or "#+", we take # as the minimum, and blank as the maximum.
5. If an answer is in the format of "<1", we take 1 as the maximum, and 0 as the minimum.
6. If the answer does not match the question, we treat it as a blank.
7. If an answer is "no", we assume the numeric response is 0. If an answer is "yes" and the numeric response is blank, we assume the response is blank. If an answer is "yes" and the numeric response is 0, we assume the response is 0.
8. Based on deposition testimony, some drivers' survey responses were updated. Kenneth Nevarez answered "no" for some questions and then provided numeric answers. We use those numbers since he stated in his deposition that he intended to answer "yes". John Rivero answered "no" for 11 and 12, and then provided numeric answers. We take "no" as answers and treat the numbers as zeros since according to his deposition, he intended to answer "no".

**Figure 28**  
**Potential Overstatement Due to Random Error**

Activity	Margin of Error - Frequency	Margin of Error - Duration	Compound Error
Roadside/weigh inspections	72.0%	23.4%	112.2%
Truck Washings	30.2%	20.0%	56.3%
Weighings outside Wal-Mart	32.9%	23.1%	63.5%
Adjustments outside Wal-Mart	36.2%	44.7%	97.2%
Refuelings at Wal-Mart	22.3%	21.1%	48.1%
Refuelings outside Wal-Mart	51.3%	26.0%	90.6%
Meetings at start of day or trip	12.2%	41.6%	58.9%
Meetings at end of trip	22.3%	28.3%	56.8%
Waiting for loading	32.0%	26.7%	67.3%
Waiting for unloading	27.1%	26.9%	61.3%
Rest breaks	25.2%	16.9%	46.3%

**Source:** 2016 Plaintiff Questionnaires

**Note:** The margin or error values are calculated using the average of responses that were given as a specific number and not as a range.

Figure 29

## Survey Responses by Employment Status

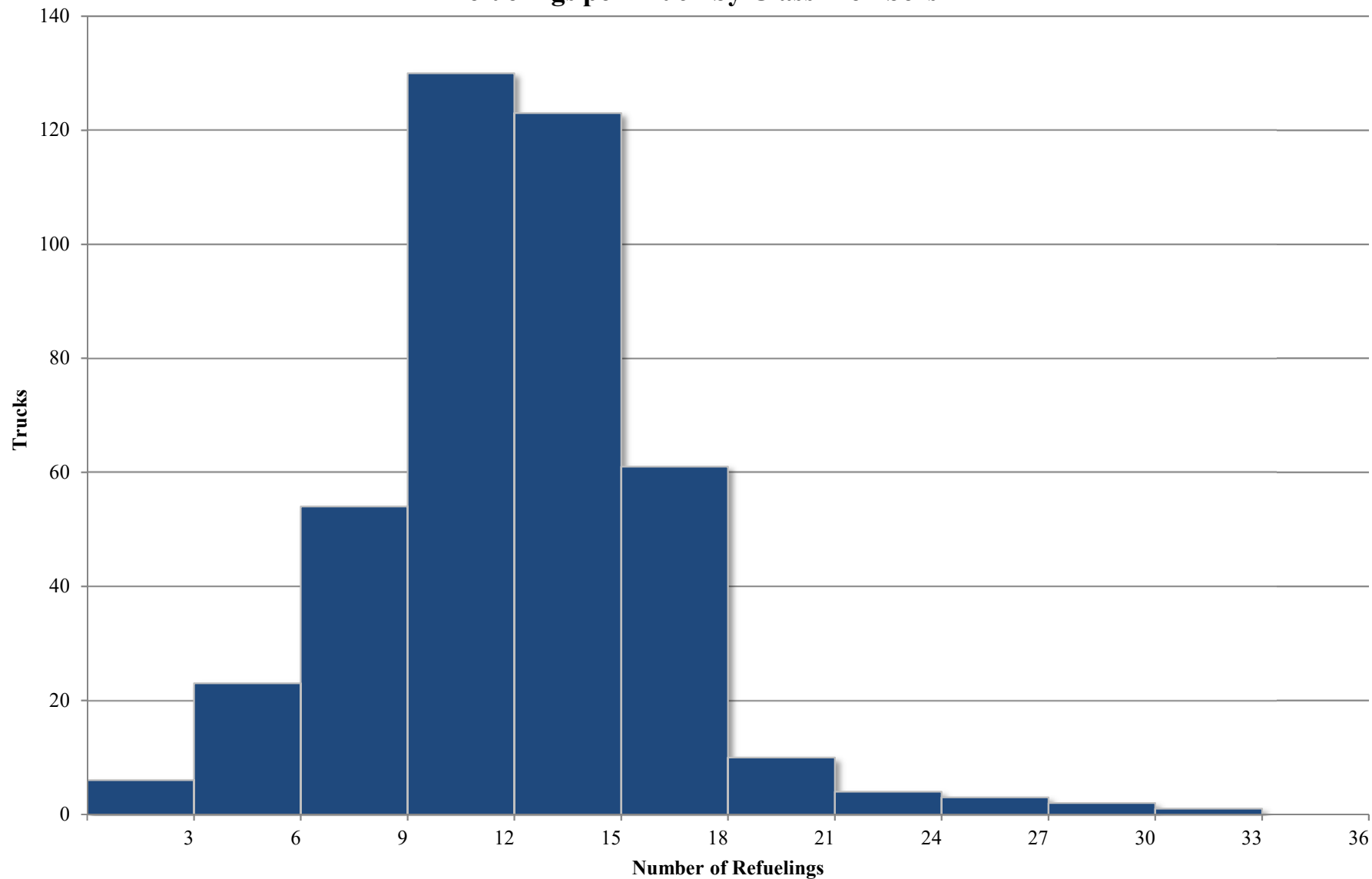
Question	Former Employees		Current Employees		Difference of Mean Responses (Former-Current)	Percentage Difference of Means
	Mean	Number of Responses	Mean	Number of Responses		
3a Usual pretrip length	15.00	16	13.35	23	1.65	12%
4a Usual post-trip length	13.13	16	10.00	23	3.13	31%
5a # roadside/weigh inspections in usual month	2.55	13	1.54	12	1.01	65%
5b Usual inspection length	22.67	15	20.53	18	2.14	10%
6a # washings in 10 usual trips	3.33	15	2.20	15	1.13	52%
6b Usual washing length	36.25	16	26.33	21	9.92 *	38%
7a # weighings outside Wal-Mart in 10 usual trips	2.07	14	2.04	13	0.03	2%
7b Usual length of weighing outside Wal-Mart	23.75	16	21.25	22	2.50	12%
8a # adjustments outside Wal-Mart in 10 usual trips	1.88	12	1.13	15	0.74	65%
8b Usual time to adjust	32.17	15	28.61	18	3.56	12%
9a # refuelings at Wal-Mart in 10 usual trips	6.33	15	5.02	21	1.31	26%
9b Usual time to refuel at Wal-Mart	18.67	15	15.28	23	3.38	22%
10a # refuelings outside Wal-Mart in 10 usual trips	1.54	14	2.03	17	-0.49	-24%
10b Usual time to refuel outside Wal-Mart	20.31	16	21.82	22	-1.51	-7%
11a # meetings at start of day or trip in 10 usual trips	8.47	15	8.10	21	0.37	5%
11b Usual length of meeting at start of day or trip	17.33	15	6.67	21	10.67 **	160%
12a # meetings at end of trip in 10 usual trips	6.33	15	6.50	20	-0.17	-3%
12b Usual length of meeting at end of trip	12.33	15	5.98	21	6.36 *	106%
13a # times waiting for loading in 10 usual trips	3.46	13	2.41	16	1.06	44%
13b Usual time waiting for loading	62.88	13	80.16	16	-17.27	-22%
14a # times waiting for unloading in 10 usual trips	3.35	13	2.50	16	0.85	34%
14b Usual time waiting for unloading	38.57	14	43.55	19	-4.98	-11%
15a # rest breaks in 10 usual trips	10.37	15	9.30	20	1.07	11%
15b Usual rest break length	13.17	15	12.19	21	0.98	8%

Source: 2016 Plaintiff Questionnaires; Depositions of Subpoenaed Drivers

## Notes:

1. The means reported are the averages of survey responses for which a mean could be computed, i.e., responses with a single number or a range of numbers.
2. \* denotes significance at the 10% level, \*\* denotes significance at the 5% level, and \*\*\* denotes significance at the 1% level.
3. The number of responses to a given question may be less than the number of current and former employees to the extent that some drivers did not respond, or provided a non-numeric response, to that question.
4. If an answer is vague with a number, such as "60 depends on...", then we take the number as the answer.
5. If an answer is nonnumeric such as "varies", "do not recall", "unknown", etc., we treat it as a blank.
6. If an answer is in the format of ">#" or "#+", we take # as the minimum, and blank as the maximum.
7. If an answer is in the format of "<1", we take 1 as the maximum, and 0 as the minimum.
8. If the answer does not match the question, we treat it as a blank.
9. If an answer is "no", we assume the numeric response is 0. If an answer is "yes" and the numeric response is blank, we assume the response is blank. If an answer is "yes" and the numeric response is 0, we assume the response is 0.
10. Based on deposition testimony, some drivers' survey responses were updated. Kenneth Nevarez answered "no" for some questions and then provided numeric answers. We use those numbers since he stated in his deposition that he intended to answer "yes". John Rivero answered "no" for 11 and 12, and then provided numeric answers. We take "no" as answers and treat the numbers as zeros since according to his deposition, he intended to answer "no".

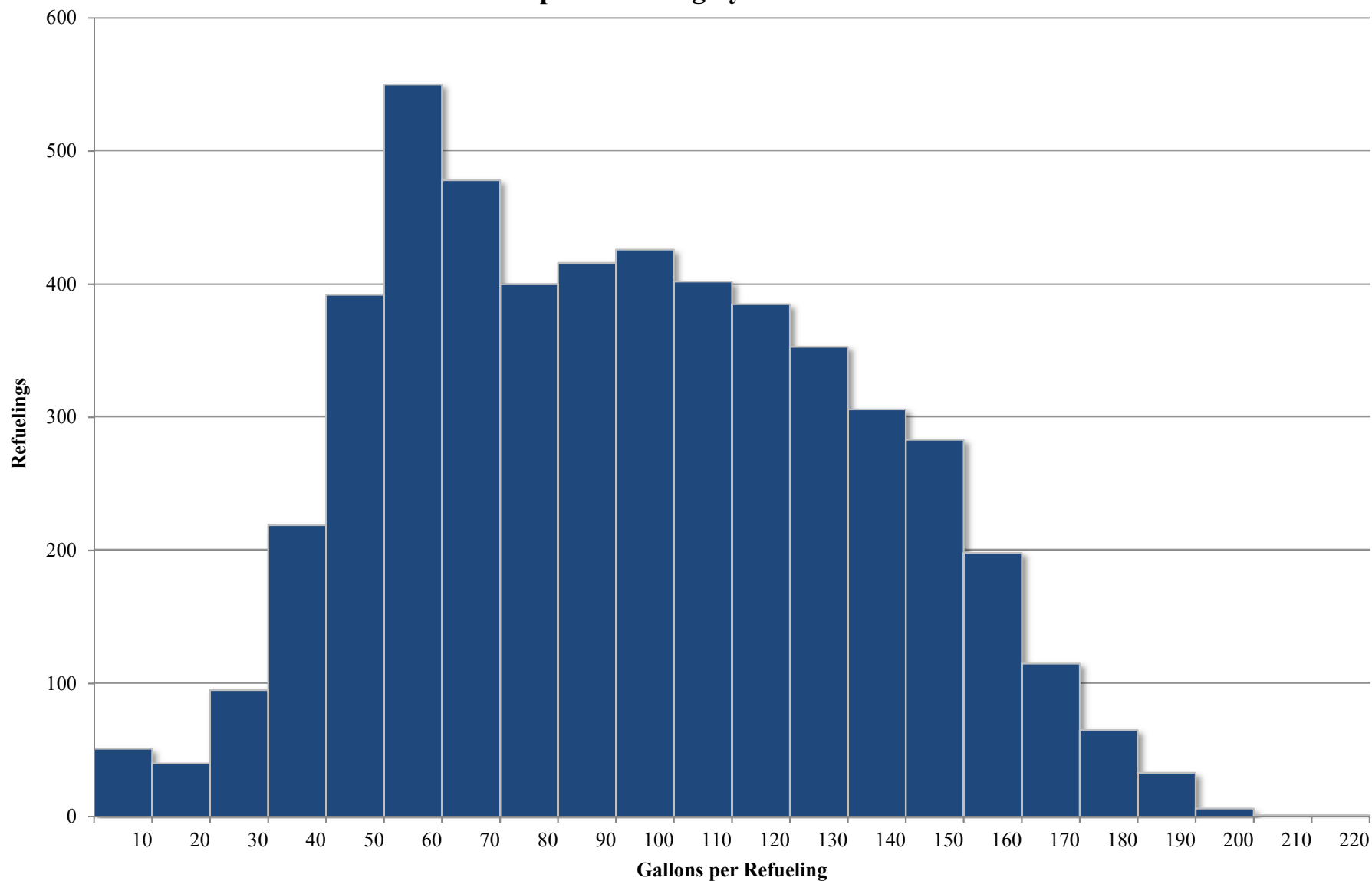
**Figure 30**  
**Refuelings per Truck by Class Members**



**Note:** Refuelings are limited to trucks identified in the dispatch data as tractors driven by class members in October 2014.

**Sources:** WMBryan00029437, 2004-2016 Dispatch Data (WMBryan-00028799 - WMBryan-00028809)

**Figure 31**  
**Gallons per Refueling by Class Members**



**Note:** Refuelings are limited to trucks identified in the dispatch data as tractors driven by class members in October 2014.

**Sources:** WMBryan00029437, 2004-2016 Dispatch Data (WMBryan-00028799 - WMBryan-00028809)



Figure 32

## Deposition Testimony and Survey Responses Tabulated by Dr. Phillips

Question	Deposition Responses				Survey Responses			
	Number of Numeric Responses	Minumum	Maximum	Range as % of Minimum	Number of Numeric Responses	Minumum	Maximum	Range as % of Minimum
3a Usual pretrip length	27	5.00	20.0	300%	28	5.00	30	500%
4a Usual post-trip length	25	4.00	15	275%	27	5.00	30	500%
5a # roadside/weigh inspections in usual month	21	0.00	1	Not Defined	16	0.00	15	Not Defined
5b Usual inspection length	24	10.00	45	350%	22	3.00	45	1400%
6a # washings in 10 usual trips	4	0.00	6	Not Defined	23	1.00	10	900%
6a # washings per week	24	0.00	4	Not Defined				Not Defined
6b Usual washing length	25	0.00	150	Not Defined	27	6.00	150	2400%
7a # weighings outside Wal-Mart in 10 usual trips	4	0.00	5	Not Defined	19	0.00	6	Not Defined
7a # weighings outside Wal-Mart per month	12	0.03	12	43100%				Not Defined
7b Usual length of weighing outside Wal-Mart	20	5.00	60	1100%	27	5.00	60	1100%
8a # adjustments outside Wal-Mart in 10 usual trips	6	0.50	2	300%	21	0.00	5	Not Defined
8a # adjustments outside Wal-Mart per year	8	0.33	156	46700%				Not Defined
8b Usual time to adjust	14	5.00	120	2300%	24	5.00	120	2300%
9a # refuelings at Wal-Mart in 10 usual trips	9	2.00	10	400%	25	1.00	10	900%
9a # refuelings at Wal-Mart per week	14	1.00	6	500%				Not Defined
9b Usual time to refuel at Wal-Mart	22	5.00	60	1100%	27	2.00	45	2150%
10a # refuelings outside Wal-Mart in 10 usual trips	10	0.00	10	Not Defined	23	0.00	10	Not Defined
10a # refuelings outside Wal-Mart per month	10	0.00	8	Not Defined				Not Defined
10b Usual time to refuel outside Wal-Mart	18	10.00	60	500%	25	10.00	60	500%
11a # meetings at start of day or trip in 10 usual trips	21	2.00	10	400%	26	2.00	11	450%
11a # meetings at start of day or trip per week	4	1.40	21	1400%				Not Defined
11b Usual length of meeting at start of day or trip	21	0.50	90	17900%	26	1.00	90	8900%
12a # meetings at end of trip in 10 usual trips	15	2.00	10	400%	25	1.00	10	900%
12a # meetings at end of trip per week	4	0.75	21	2700%				Not Defined
12b Usual length of meeting at end of trip	18	1.00	180	17900%	25	1.00	90	8900%
13a # times waiting for loading in 10 usual trips	6	1.00	6	500%	23	0.00	10	Not Defined
13a # times waiting for loading per week	4	0.50	9	1700%				Not Defined
13b Usual time waiting for loading	8	15.00	360	2300%	24	10.00	240	2300%
14a # times waiting for unloading in 10 usual trips	7	0.00	10	Not Defined	21	0.00	10	Not Defined
14a # times waiting for unloading per week	2	0.02	2	10300%				Not Defined
14b Usual time waiting for unloading	7	20.00	90	350%	22	20.00	240	1100%
15a # rest breaks in 10 usual trips	13	0.00	40	Not Defined	25	1.00	50	4900%
15a # rest breaks per day	12	0.00	10	Not Defined				Not Defined
15b Usual rest break length	17	5.00	30	500%	25	5.00	30	500%

Source: Dr. Phillips' Work paper "Deposition Responses.xlsx"

**Notes:**

1. The maximum and minimum deposition responses reported in this figure are the extremes that Dr. Phillips relied upon when calculating mean and median frequencies and durations for activities at issue in this case.
2. Dr. Phillips excluded deposition testimony responses if they were explicitly characterized as "live load", "live unload", "grocery", or "at a vendor".
3. When a deposition testimony response was "up to" or "less than" a number, Dr. Phillips sometimes took that number as the response (7b for David Lopez), and sometimes he treated the testimony as nonresponsive (question 11b for Ivan Harris).
4. For deposition testimony responses that contained more than two numbers, Dr. Phillips sometimes calculated a mean based on the minimum and maximum (11b for Charles McLaughlin) and treated that mean as the response. Other times, Dr. Phillips calculated a mean using all the numbers mentioned (15a for Robert Benavidez) and treated that mean as the response.
5. Dr. Phillips made some errors when calculating deposition testimony mean for some drivers, for example 11a for Todd Brown, 11a for Kenn Nevarez, and 13a for John Rivero.